

JULY 23 1939

ATLANTIC FISHERMAN

Registered U. S. Patent Office
AUGUST, 1939

VOL. XX NO. 7



Salute! to Two New Members
of the Moran Fleet . . .

Greetings to the Sheila Moran and the Peter Moran, two new and powerful units of the Moran Towing & Transportation Company's fleet! Columbian is proud to count this progressive organization among the many users of Columbian Pure Manila Rope—which, like the Moran tugs, is made for hard, continuous service and the utmost in dependability.

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PURE MANILA ROPE

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Owner-captain Sanfillipo knew what he wanted in an engine for the “Frances” . . . knew that getting out and back in fast time meant more trips, better prices, and greater profits. He knew, too, that engine upkeep and operating costs could cut down or build up good profits.

For dependable performance and unexcelled economy, he chose a Cooper-Bessemer Diesel!

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The “Frances”—owned by E. Sanfillipo, and powered with a 90 hp Cooper-Bessemer Type EN Diesel with marine gear.

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PLYMOUTH CORDAGE COMPANY

NORTH PLYMOUTH, MASSACHUSETTS
AND WELLAND, CANADA

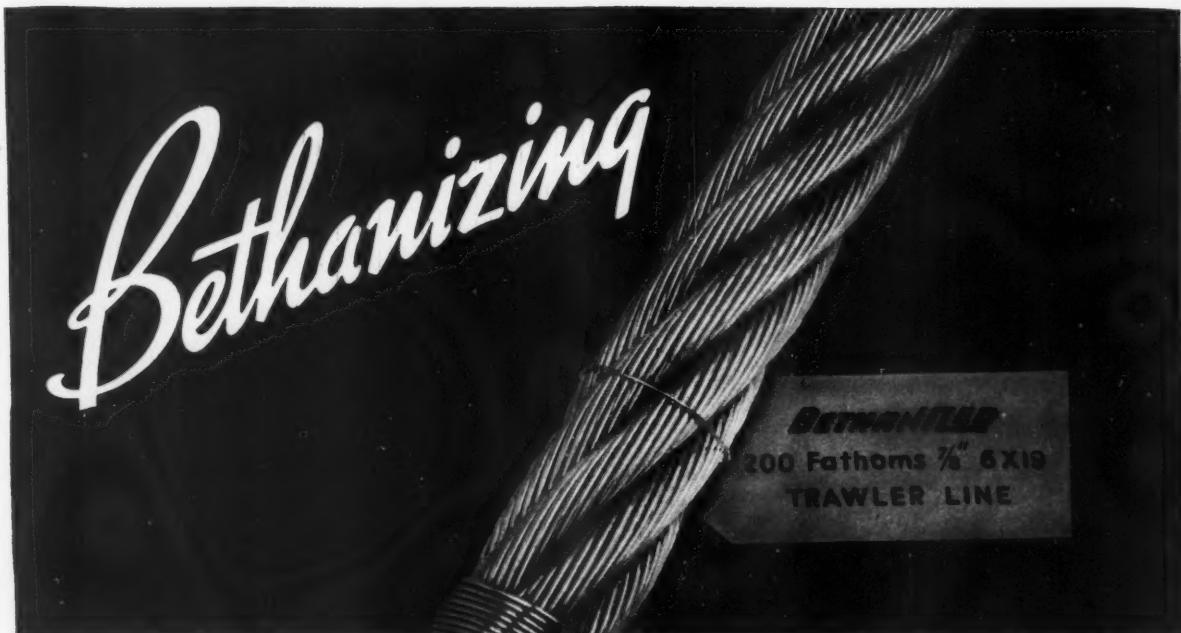
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A better zinc coating for TRAWLER LINES

BE THANIZING marks a long forward step in increasing the corrosion resistance of trawler lines. Bethanized trawler line is distinctly different from hot-galvanized wire rope. The zinc coating is applied by the exclusive bethanizing method, an electrolytic process that involves no heat. This makes possible four improvements:

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• J. T. Lopes, of Mayport, Florida, owns the *Doris Oliver*—one of his 100% "Caterpillar" Diesel-powered fleet. Working 10 hours a day, she uses only three gallons of 8-cent fuel an hour to drive her propeller . . . power her haul-out winch . . . operate her deck-pump, bilge-pump and lighting generator!

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My boat is _____ propeller _____
(State size) (State size)

Name _____

Street _____

City _____ State _____

Fishermen! HEADS OR TAILS



with
Superior DIESEL ENGINES

In July, 1936, John Santos, prominent shrimp dealer of St. Augustine, Fla., and Patterson, La., made the statement that if his new SUPERIOR Diesel engine proved satisfactory he would within two years' time re-power his entire fleet of nine boats with SUPERIOR engines.

On October 10th, 1938, he purchased his ninth engine and thus made good his promise. Not content to let it go at that, Captain John

has just ordered his tenth SUPERIOR, a 170 H.P. Model "D" for a new boat now under construction. Rumor has it that when this boat is launched she will be the largest and most luxurious shrimper afloat.

In 1936 Captain John was "from Missouri", but three years of shrimping with SUPERIORS has convinced him that "heads or tails", the SUPERIOR Diesel engine is always a safe bet!

THE NATIONAL SUPPLY COMPANY • SUPERIOR ENGINE DIVISION

FACTORIES: Springfield, Ohio; Philadelphia, Pa. • SALES OFFICES: Springfield, Ohio; Philadelphia, Pa.; New York, N.Y.; Los Angeles, Calif.; Houston, Texas.

ATLANTIC FISHERMAN

REGISTERED U. S. PATENT OFFICE

Published Monthly at 92 West Central St., Manchester, N. H.

ATLANTIC FISHERMAN, INC., Goffstown, N. H.

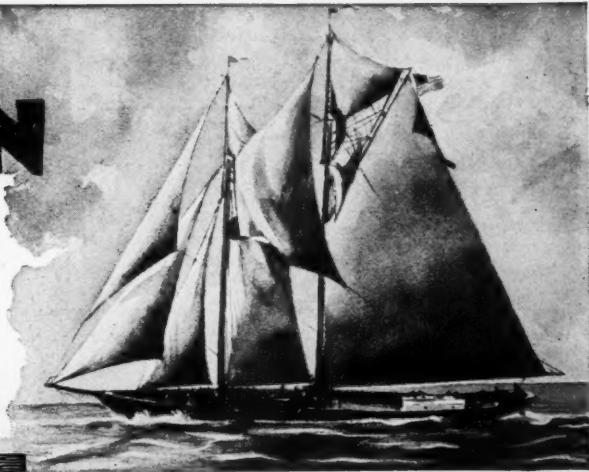
P. G. LAMSON, Publisher and Editor

GARDNER LAMSON, Field Editor

10 cents a copy \$1.00 a year

Entered as Second Class Matter February 1925, at the Post Office at Manchester, N. H., under the act of March 3, 1879. Entered as Second Class Matter at the Post Office Department, Ottawa, Can.

Covering the Production, Processing and Distribution of Fresh, Frozen, Filleted, Canned, Dried, Smoked, Salted and Packaged Fish and Shellfish.



VOL. XX

AUGUST 1939

NO. 7

Reciprocal Trade Treaty with Canada Seriously Affects New England

CHARGING that reduced tariffs were destroying the New England fishing industry and throwing thousands of Massachusetts fishermen out of employment, Representative George Bates (R., Mass.) introduced in the House on July 1 a resolution designed to initiate corrective action by the U. S. Tariff Commission.

A companion resolution was offered in the Senate by U. S. Senator Henry Cabot Lodge, Jr. (R., Mass.).

Under the 1930 Tariff Act, imports of fresh and frozen fish fillets were taxed 2½ cents a pound, while under the reciprocal treaty with Canada and England the rate was reduced to 1½ cents. A tariff of at least four cents a pound would be required to equalize production costs, Bates said.

"Imports of fish fillets from Canada have multiplied more than five times during the last five years," the Massachusetts Congressman declared, "and latest figures from the Department of Commerce show another large increase in the first six months of 1939 compared with the same period of 1938."

"His resolution," he said, "asked for a special study of this destruction of the New England fishing industry, with a full report from the Tariff Commission, as soon as possible."

Complaints that the fisheries were suffering keenly from competition from Canada under the reciprocal trade treaty that became effective Jan. 1 are borne out by official Department of Commerce statistics just received in Washington from Commercial Attaché H. M. Bankhead at Ottawa.

During the first five months of 1939, the report shows, fish shipments from the Maritime Provinces were valued at \$10,500,000, a gain of \$1,000,000 over the same period last year. The United States took more than one-half of the output, or \$5,317,000 worth, larger by \$300,000 than the amount sent here in the same time in 1938, by reason of the favorable terms of the treaty. This is more than double the shipments to the United Kingdom, which accounted for only \$2,156,000, while other countries took \$3,012,000 worth. Every branch of the Canadian fisheries benefitted by the increase; fresh, frozen and canned products, as well as salted, dried and pickled.

Edward H. Cooley, manager of the Massachusetts Fisheries Association and one of the leaders in the fight to save the American fisheries from disaster, said he saw little hope of bringing about any change in the situation for the next two years, at least, for the treaty runs in its present form until 1942.

The immediate effect of the Canadian treaty, he said, has been for some of the larger firms here to establish themselves in Canada, finding it impossible otherwise to compete on anything like favorable terms. The Gorton-Pew Fisheries of

Gloucester recently announced that a branch would shortly be opened in New Brunswick, where operating costs will be less, and taxation lower, to say nothing of being free from competition brought about by treaty.

The General Seafoods Corporation plans to set up operations on a big scale in Newfoundland, with a plant capable of handling 10,000,000 pounds of fish yearly, and along lines similar to those that induced the Gorton-Pew people to migrate northward. At least two other big Boston concerns are planning to extend their activities into Canada to get around the onerous terms of the trade treaty. Briefly, the present set-up is endangering Boston's supremacy as the premier fishing port of North America, and for the present at least, nothing can be done about it.

Representative Bates spoke at a protest meeting staged in Gloucester on "Remonstrance Day," July 30. Among other speakers were Capt. Edward A. Proctor, retired fishing skipper; Capt. Val O'Neill, veteran fisherman; Capt. Patrick McHugh, Atlantic Fishermen's Union; and Walter Cenerazzo, Seafood Workers' Union.

The Canadian Department of Fisheries *News Bulletin* states: "Benefits to Canada's fishermen under the new trade agreement with the United States are two-fold. Sharp reductions are made in the United States duties on a wide range of Canadian products from sea and fresh-water fisheries alike and, secondly, the agreement confirms, or binds, for the life of the new treaty all those cuts in United States fish duties which were established under the earlier reciprocity agreement which became effective on January 1, 1936."

"As a result of the new treaty the fishermen of the fresh-water provinces are in the happy position that virtually all kinds of fish which they export to the United States will be subject to a duty of only three-quarters of a cent per pound. By the former agreement the duty on whitefish, tulibee, etc., was cut to three-quarters of a cent but the same rate has now been made to apply to blue pickerel, yellow perch, ciscoes, lake herring and fresh sturgeon."

"Lowered duties on fresh and frozen fish and fillets and smoked fish and fillets are notable changes of benefit to Atlantic Coast fishermen. The United States, of course, is the main export market for products of the fisheries of the Atlantic provinces and the duty changes now obtained are of prime importance. Among other changes of major value to the Atlantic area are cuts in the duties on dried fish, long one of the principal fisheries products of the eastern coast."

Seaboard Packing Operates Four Plants

**This Maine Sardine Company Has Made the Old
E. W. Brown Plant One of the Best on Coast**

ONE of the largest sardine packers in Maine is the Seaboard Packing Company, which operates four plants, one in Lubec (Headquarters), one in Robbinston and two in Portland.

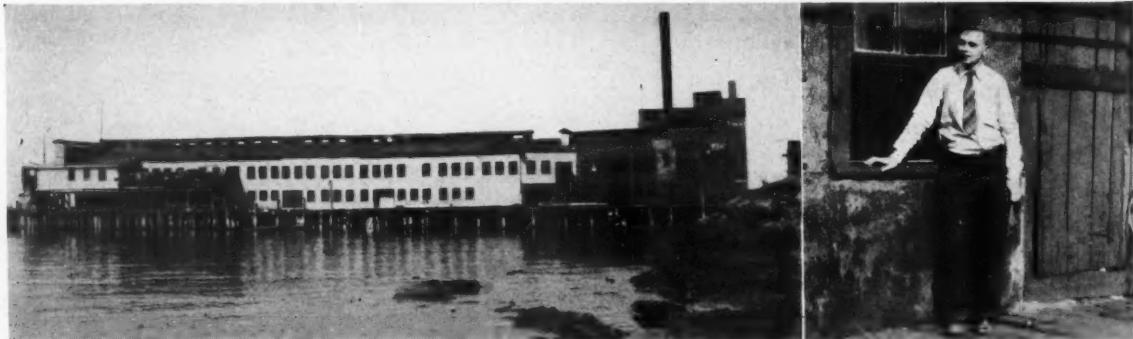
One of the Portland plants, which was formerly operated by the E. W. Brown Company was taken over by Seaboard Packing Company last year. Since that time numerous improvements have been made until now it is one of the best equipped sardine plants on the coast. The factory is 44 feet by 150 feet, two stories high with a 50 ft. building at the rear housing the boiler and machine shop. Much of the machinery in this plant was moved from a former Lubec factory. This year a new oil-fired boiler was installed, new flooring laid and

an addition built to increase room in the flaking shed. The number of steam boxes has been increased, with an improved design resulting in increased capacity.

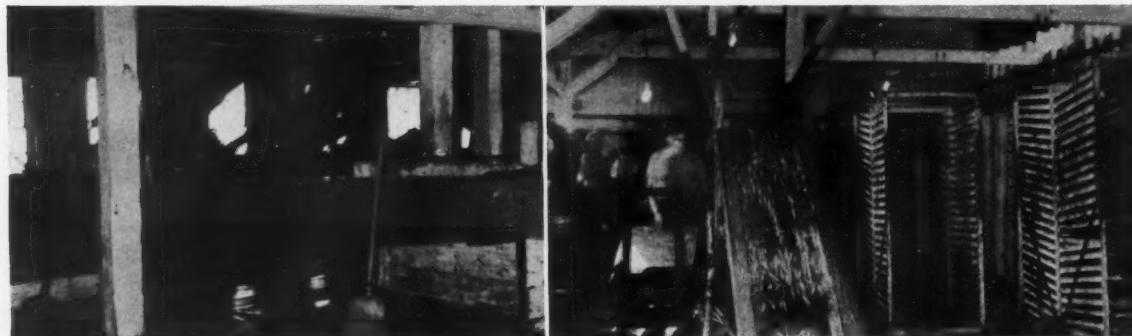
E. G. Leighton is Superintendent of this plant, while James MacDonald is Superintendent of the company's other Portland Plant. W. P. Stewart is manager of the Portland division of the company.

The newly equipped plant has a capacity of nearly 2000 cases per ten hour day. The Company operates two Sardine carriers from Portland, the *Helen McColl* with one thousand bushel capacity, and the *Continental* with nine hundred capacity. Both of these vessels are powered with Fairbanks-Morse

(Continued on Page 10)



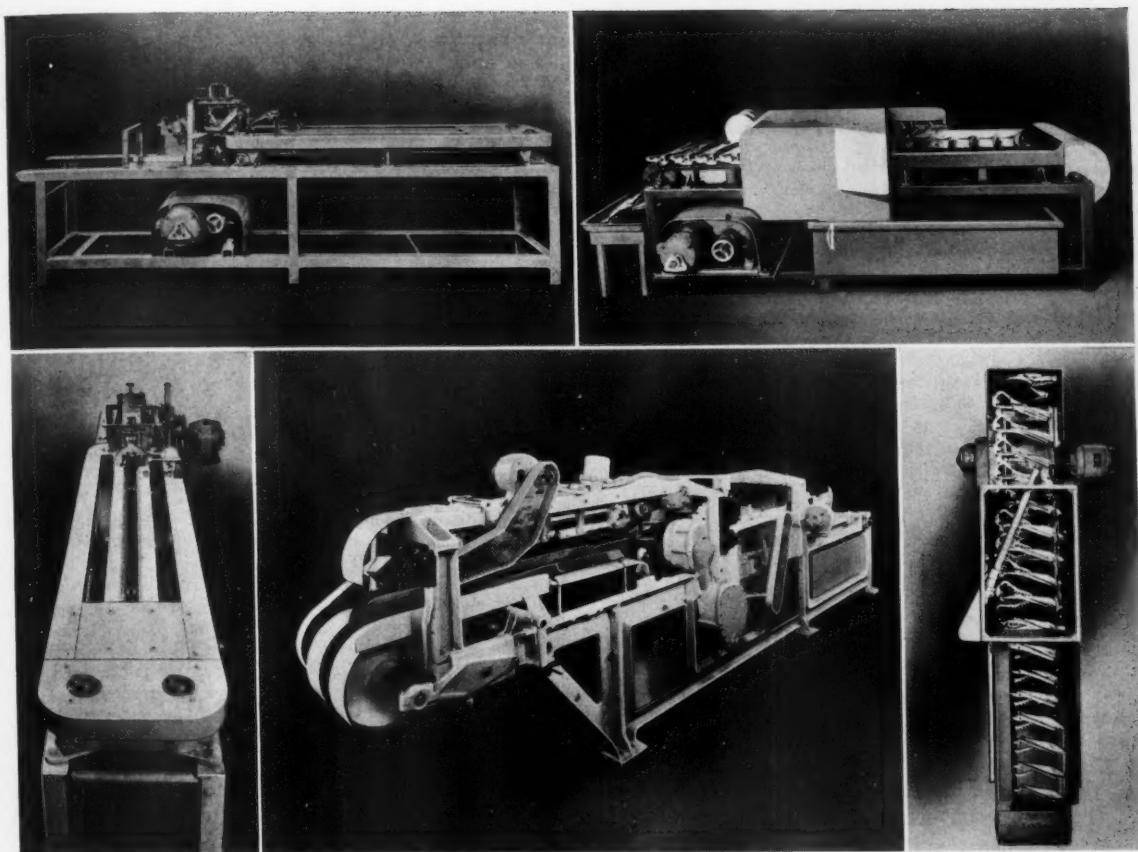
Plant of Seaboard Packing Co. at Portland, formerly operated by the E. W. Brown Co. Right: E. G. Leighton, Supt. of plant.



Pickling room showing sluiceway leading from brine tanks to conveyer that carries fish to flaking machine. Right: Fish coming from floor below on conveyer to flaking machine. The fish drop off the flaking machine onto trays which are placed in movable racks and then put in steam boxes.



Left: Packing room in plant of Seaboard Packing Co. Right: Trays of sardines in cans ready to receive oil and be sealed.



Upper left: Elevation view of the Hunt machine for filleting small fish. Lower left: Plan view of the Hunt machine for filleting small fish. Upper right: Side view of the heading and scaling machine for small fish. Lower right: Elevation view of the heading and scaling machine for small fish. Centre: Hunt filleting machine for cod and haddock.

Develops Automatic Fresh Fish Filletter

Atlantic Coast Fisheries Co. says Unit Will Decrease Costs, Increase Annual Production

INSTALLATION of an automatic fish filleting machine capable of producing substantially greater quantities of edible fish from fish, with a corresponding reduction in the cost of the finished product, has been completed by the Atlantic Coast Fisheries Company. Units of this type will operate on a commercial scale on cod, haddock and other varieties of fish.

Because the machine can open 50 fish and prepare 100 fillets a minute, prompt utilization of peak loads occurring during the height of the season will now be made possible, assuring a fresh product, the avoidance of waste, and consequently more stable prices.

It is important to realize that this machine is not designed as a labor saving device. While it does save labor incidentally, its most important function is to get more recovery out of a given number of pounds of round fish. It has always been very noticeable to those in the industry that a hand filleting operation loses a tremendous amount of the flesh which is near the backbone and ribs, and for that reason a machine was designed which would recover a greater quantity from the fish.

In terms of industrial development, it means that the Boston industry last year could have sold as much fish in the form of fillets with 30,000,000 pounds less catch, or inversely, could have produced about 15,000,000 pounds of fillets more with

the same amount of fish landed. The importance thereof can readily be seen from the standpoint of conservation and cost.

Another factor which the machine is designed to improve is the matter of handling gluts. Because of the high speed which this machine generates, it is possible to put larger amounts of fish through a plant in a given time, than is possible by hand operator; this means that a machine user is able to take advantage of this when large amounts of fish are landed, without the necessity of keeping the fish a long time with the resultant chances of spoilage.

Another important thing is the standard cut and appearance of the machine cut fillet; because of the way the knives cut the fillets there is a rounded appearance on the top of the fillets.

Filletting of Large and Small Fish Covered by Three New Machines

Two types of automatic filletters have been produced by the Atlantic Coast Fisheries Company—a large type for filleting cod, haddock, pollock and fish of similar size and shape, and a smaller machine for use in filleting whiting, rosefish, porgies, mullet, croakers, pike, perch and fish of small dimensions and weight. As an addition to this junior filletter, a companion machine has been designed for beheading and scaling the smaller classes of fish before they are put through the filletter. The two types of automatic filletters are known as

the Hunt Filleting Machines, being named after the engineer who invented and developed them in the Company's laboratories, while the heading and scaling device is a Company invention entirely.

In devising a mechanical implement to fillet fish, it was necessary to evolve something that would possess almost human flexibility in the automatic adjustment of knives when stripping the edible flesh clear of the bones. The most difficult problem which presented itself was in cutting the flesh from around the ribs without leaving pieces of bone in the fillets. It was thought that this would be an impossibility by any mechanical method, and that only the dexterity of the human hand, wielding a knife guided by eye and sense of touch, could overcome this obstacle. The Hunt Filleting Machines, however, not only performs this delicate task of cutting the flesh free from the bones of the rib section of the fish, but cuts it with less waste of edible fillet and at a speed so fast that the eye can scarcely follow the whole operation.

The large Hunt Filleting Machine is 18½ feet in length, 4½ feet in width, 5 feet 4 inches in height, and weighs 5,000 lbs. Power required is 7 h.p. The construction is sturdy, rigid, and of steel, stainless steel, aluminum and bronze; all cutting units are of stainless or high carbon steel; bearings and gears are self-oiling or pressure lubricated. All parts of the machine which touch the fish are water lubricated so that debris is washed away as fast as it collects. Since the working parts of the apparatus are constructed of non-corrosive material, it requires no cleaning agents other than a good sluicing down with a hose after the day's operation.

The Hunt Filleteer at Work

Fish of the cod, haddock type are usually received gutted. In operating the machine to full capacity, three men, using band-saws, are required to cut the heads off the fish before passing them on to the filleting machine, and two additional men are required to feed the headed fish into the fileteer. The effective speed of the machine is 50 headed and gutted fish per minute, of individual weights varying from approximately 1½ lbs. to 10 lbs., or 3,000 fish per hour. The capacity of the machine in total weight of fish depends upon the average weight of the fish handled. With codfish averaging 4.9 lbs. each, the capacity is 14,850 lbs. per hour. The machine has an adjustment which provides for leaving the flap on or removing it in part or in full, as may be required. In respect to out-turn of fillets, the capacity is influenced by how much of the belly-flap it is desired to cut off. Custom varies in this respect. In the United States, part but not all of the belly-flaps of cod-fish is removed. Thus, with six men operating, four to behead the fish and two engaged in feeding to the machine and at a yield of 50%, with part of flap left on,—it will produce 7,425 lbs. of fillets per hour from the quantity of codfish of the average weight aforementioned.

In feeding the Hunt Fileteer with the gutted and beheaded fish, these are laid, back down and tail forward, in a trough-shaped steel conveyor. With a speed that is amazing, the fish are gripped and drawn through the mechanical units of the machine, fins are whipped out, adjustable knives perform the intricate operation of slicing flesh from backbone and ribs, and in little more than a second of time, the fillets are delivered upon a moving belt towards a suitable receptacle while the skeleton, and what is left of the flesh adhering to it, is dropped on to another belt for removal.

It should be noted that the machine need not be operated at its maximum capacity. With two men at the band-saws and with one man feeding, the output will be reduced in proportion, but it is emphasized that the machines are designed for filleting in large quantity and not for small volume.

The Small Fish Filleteer and Auxiliary Header and Scaler

The machine designed for filleting small fish has a maximum capacity of 80 fish per minute with one man feeding. Its method of operating is essentially the same as the larger unit except that the beheading and scaling is done by a complementary machine in which the scaling is effected by means of powerful water jets. The heads are cut off by high-speed saws which, automatically adjusted, severs the heads at the proper angle and place in order that there is no loss of edible flesh, and the greatest possible yield is assured. Two men can put

small fish, of various sizes, through the automatic header and scaler at the rate of 80 fish per minute.

While the machine appears to have a labor saving feature, actually the use of the machine will employ more people in the industry. This will be true because additional workers will be required to package the fish, due to the fact that more actual fillets will come from the total amount of fish landed. Furthermore, it will be possible to fillet varieties never filleted before, and quantities never filleted before, because of the previous impossibility of taking full advantage of gluts, and the high expense of filleting certain varieties of fish.

Seaboard Packing Co.

(Continued from Page 8)

Diesel engines. They were recently equipped with Western Electric radio marine telephone systems. The sets are 8 watt. A station boat which is used for receiving messages is equipped with a 25 watt set.

When the boats are unloaded at the wharf on the end of the plant, the herring are hoisted from the hold in 2½ bushel-capacity baskets, and dumped into a hopper which is filled with water. From here they go through a sluice-way and into brine tanks where they are left for a suitable period. Then they are dipped out of the brine tanks into another sluice-way which carries them to a conveyer running to the flaking machine on the second floor. The sluice-way in which the fish run into the plant is constructed on a down grade which drops approximately ½ inch to every 2 inches. The water is pressure fed.

The flaking machine consists of a conveyer or flaking apron which carries the fish to a revolving drum on one end, which is built with cups that distribute the fish evenly as they fall off onto trays, commonly known as flakes. New flakes were recently placed in use which are of different mesh that obviates the need of wide rim, and reduces collection of moisture.

The flakes are placed on movable racks which hold fifty trays in two sections. They are then wheeled to the steam box where they are subjected to live steam for from 10 to 15 minutes, depending on the size of the fish. These steam boxes have iron doors while the sides are of wood construction, lined with asbestos. There are five of these steam boxes, each of which holds two double racks.

From here the racks are wheeled to the dryer, which is a special room with 2 sixty-inch fans drawing the air out of one end. There is room for eighty racks at one time and they remain here from thirty minutes to one hour.

After being properly dried, the fish which are still on the rack, are moved to the packing room. Here 92 women packers snip off the heads of the fish, and the tails if the fish are large, and then pack them in American Can Company Cans. The two conveying units which run along 80 feet on either side of the plant, each between two rows of packers, perform several operations. The top conveyer carries the trays containing the fish. Below this is a belt that carries the cans which are automatically carried around if not taken off. At the bottom is another conveyer that carries waste which drops from the shutters under each packer's table.

The packers place 25 cans on a pan, four of which make one case, and the pans are taken on trucks to the oiling machines. They are placed on a track and go under a device which drops the proper amount of oil in each can. Then the covers are placed on the cans and they enter the sealing machine. There are five oiling and sealing machines. Coming out at the other side of the sealing machine the cans drop to a conveyer which carries them to some one of four retorts. These retorts are half filled with water to cushion the fall of the cans; then they are drained and the cans are held under proper steam pressure for 45 minutes.

Each retort holds twelve thousand cans or 120 cases. The cans are let out at the bottom of the retorts and proceed on a conveyer to a can cleaner where perforated pipes allow a spray of water from the top and bottom of the conveyer to go onto the cans. Directly after this the cans pass by a jet of steam which blows off the water, after which they proceed to the packing benches.

Maine

Sardine Business Greatly Improved Over Last Season

THE sardine business in Maine this season has shown great improvement over last year's pack. It is estimated that approximately 700,000 cases were packed to July 22nd, which compares with 656,000 for the entire season of 1938. Since there was no carry-over from last season, market conditions have been exceptionally good this year, with a consistent price of \$3.25 per case for keyless and \$4.25 for key goods having been maintained. Indications are that the prices will hold up well throughout the season unless an exceptionally heavy pack is made, causing the market to become saturated. The two weeks through the middle of July witnessed unusually large activity in Eastern Maine plants which ran well into the night on numerous occasions. This heavy run during July is considered an uncommon occasion. In the Portland and Rockland districts fish were rather scarce during July, although the plants had two good weeks in June. The price paid to fishermen this year has been approximately 60c per bushel since the opening of the season with the exception of a short period when the price was 70c at Portland and Rockland. Following are 28 plants in operation this year in Maine:

Portland	The Brawn Co. R. J. Peacock Canning Co., Inc. Ramsdell Packing Co.
Yarmouth	Seaboard Packing Co. (2 plants)
Boothbay Harbor	Royal River Packing Co.
Rockland	Trident Packing Co. North Lubec Mfg. & Canning Co. Ramsdell Packing Co.
Belfast	Belfast Packing Co.
McKinley	Wm. Underwood Co.
Jonesport	Jonesport Packing Corp. Wm. Underwood Co.
Addison	Addison Packing Co.
Prospect Harbor	Wass & Stinson Canning Co.
Machiasport	American Sardine Co. Machiasport Canning Co.
Lubec	Booth Fisheries Sardine Co. North Lubec Mfg. & Canning Co. R. J. Peacock Canning Co., Inc. Seaboard Packing Co.
Pembroke	Union Sardine Co.
Eastport	Sunset Packing Co. C. A. Cheverie & Son Holmes Packing Co.
Robbinston	Machiasport Canning Co. R. J. Peacock Canning Co., Inc. Seaboard Packing Co.

The "Baby 2nd", owned by Aldo, Roscoe and Lela Bacchiocchi of Noank, Conn. She is 57.4 x 16 x 6.8, and is powered with a 4 cylinder, 8½ x 12½, 4 cycle Wolverine Diesel engine.

Peacock Plant Very Busy

During the last two weeks of July the R. J. Peacock Canning Co. plant at Portland was very busy operating every day and several nights. The fish were reported to be the best ever for size, running about 5 or 6 to a can. Usually they are much larger at this time.

No. Lubec Mfg. Co. Now in Operation

The recently opened plant of the North Lubec Manufacturing and Canning Co., Rockland, is employing 135 persons when operating at full capacity, 90 of whom are packers. D. A. McMahon is superintendent of this factory. The machinery for the plant was moved from the Company's plant at Stonington, which is no longer in use. This plant was built by the North Lubec Co. in 1910 but has been occupied by various concerns since then.

The following boats are bringing fish to this plant: *Double Eagle, Nokomis, Rose W.*

New Type Sardine Can

American Can Co. has developed a new type sardine can with bead on cover and bottom which makes possible a better appearing finished product, and eliminates stretch due to pressure of retort.

Smoked Herring Business Improving

The smoked herring business in Lubec is showing considerable improvement this year over last, with large quantities of herring being brought in from local waters and Nova Scotia.

Ramsdell Plant Replaced

The 22 bay smoke house and pickling house, owned by E. B. Ramsdell, North Lubec, Maine, and destroyed by fire recently are being replaced by new structures. The new smoke house will be of 12 bays, with a possibility of increasing the capacity later. The 10 bay building and the shipping room were saved in the fire.

New Smoke House Completed

C. W. Kelly, Lubec, has completed a new smoke house, 94x28, which replaces an old structure that collapsed last Fall.

New Manager for Trident Packing Co.

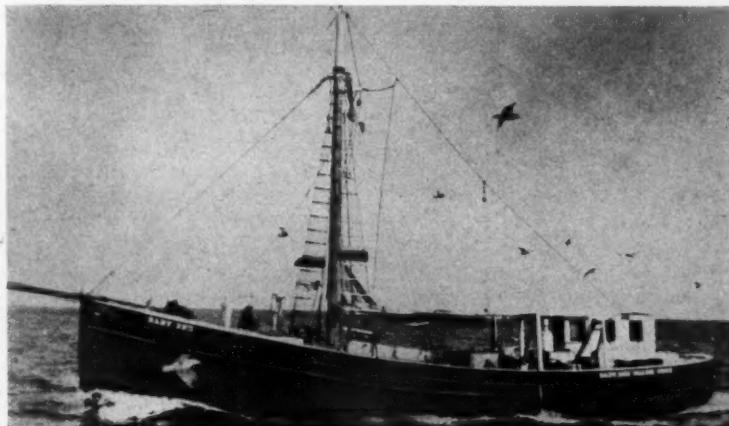
Ralph M. Brawn of Portland has taken over the management of the Trident Packing Co., Boothbay Harbor, Maine. H. Ross Maddocks, formerly in charge of this concern, which also canned potatoes, has taken over the potato division.

Peacock Fleet Has Radio Equipment

The entire R. J. Peacock Canning Co. fleet of sardine boats has been furnished with Jefferson-Travis radio equipment, including the *Conqueror* and *Sylvina W. Beal*, of Portland; *Admiral, Medric, Grayling, Startle, Mildred, Sewanhaka* and the station boat *Casa Maro*, of Lubec.

"Aerolite" Has New Caterpillar

The lobster smack *Aerolite*, owned by Capt. Ladd Simmons, Eastport, Maine, has been equipped with a new Caterpillar Diesel engine.



Maryland

Crab Laws To Be Strictly Enforced

By Edward Bowdoin

ROBERT S. Harrison was elected treasurer of the State Conservation Commission and Allan A. Sollers was named secretary of the group at a meeting held on July 6th. Mr. Sollers is a Republican and the other two members of the board are Democrats.

The Commission discussed the enforcement of the crab law with several deputy commanders of the Conservation fleet as the result of complaints lodged with the Commission.

Edwin Warefield, Commission Chairman, had been informed that in certain localities persons illegally were using power to dredge for crabs. The deputy commanders had been instructed to get such violators to comply with the law.

In keeping with this meeting during the last of July, the new Conservation Commission has begun a strict enforcement of the crab laws in the Maryland waters of the Chesapeake Bay and its tributaries. Over three hundred crabbers were arrested for dredging crabs with motor boats. Trot-liners are allowed to use motors in their boats.

Capt. Amos Creighton, commander of Maryland's "oyster navy" visited the inspectors at all points of the bay and notified them a strict enforcement was to be made.

The State Conservation Commission visited Crisfield on the last Monday in July, aboard the State yacht *DuPont* and conferred with the packers and crabbers.

The packers agreed not to take from the catchers only peelers showing a decided white, or pink sign. The packers were given until August to get rid of all hard or "green crabs."

The crab dredgers were given until August 15th to get rid of their engines and replace with sails. It is not thought that the dredgers will be fined, if they obey the law.

Discuss Code for Preparing Crabmeat

A meeting of the seafood packers of the Eastern Shore of Maryland and Virginia was held in Cambridge, Md., during the last week in July. U.S. Senator George L. Radcliffe of Maryland and Dr. Fiedler, head of the U. S. Bureau of Fisheries, and Dr. Riley of the same department, were present at the meeting.

Together with the representatives of the Bureau of Fisheries, a code will be worked out which it is expected will be adopted, and put into use by all packers on the peninsula in order that every package of crab meat shipped from the Eastern Shore may be known to be pure and wholesome.

Representing the Crisfield crab meat packers were A. Earl Dize, of the firm of Dryden & Dize; Arlie G. Sterling, of the firm of A. G. Sterling & Co.; and Nelson R. Coulbourne. Floyd Moore, of Hampton, Va., was present to represent the crab meat packers of that city.

Virginia

Fisheries Movie Has First Showing

By Sandusky Curtis

"**H**ARVEST of the Sea," a natural-color motion picture filmed by Robert Bruce Coleman for the Commission of Fisheries has been developed in Hollywood and was to be given its first showing at the July 25th meeting of the Commission in Newport News. The picture includes scenes from all phases of the fisheries industry, including fishing, oystering, crabbing and clamming.

Big Rockfish Catches

Commercial fishermen in Virginia caught more rockfish last year than they have seen in many a moon, the Commission of Fisheries reported on July 20 following a survey of the catch.

One Potomac fisherman reported a catch which sold for \$6,500 giving him a net profit of \$5,000. The catches indicate an abundance of the fish at the present time, the Commission believes.

Fishermen Making Good Money

Fishermen in Gloucester and Mathews have been making more money in the past few weeks than at any time during the fishing year.

Enoch and Rufus Hudgins, of New Point, caught 300 bushels of croakers and spot on July 10.

With the price of croakers holding at one cent per pound or 80 cents per bushel, the fishermen are making some money.

Fisheries to Be Publicized at Fairs

Development of the Virginia Seafood industry will be stressed by exhibitions at country fairs throughout the state, according to an announcement by G. Walter Mapp, Commissioner of Fisheries for the Old Dominion.

What brought about the 1939 displays in the fairs was the success of the 1938 exhibition at the Virginia state fair. This exhibition was later shown in Petersburg and at Langley Field.

Trawlers to Operate Outside 3-Mile Limit

Trawlers will have to make their hauls outside of the three-mile limit according to the Commissioner of Fisheries. In order that this may be enforced the patrol boat *Sirene* will be used to supervise the fishing.

With the coming of the Fall there will be a large number of trawlers from Gloucester, New Bedford and Boston. The patrol boat crew is to make certain that the fishing is done outside of the three-mile limit.

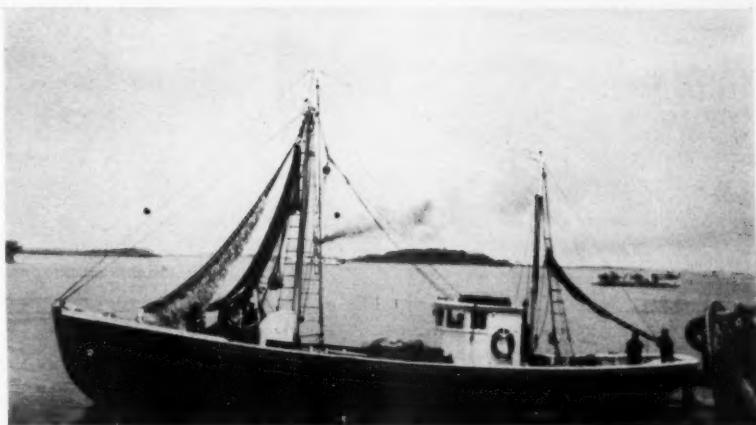
Many Marlin Caught

Many catches of marlin off the coast of Virginia are being reported. Nine were landed during July and efforts are to be made to publicize the sport so that in future Summers a larger number of deep sea fishermen may be attracted to this area.



Capt. John Santos' fleet of shrimp boats at his dock in Patterson, La. There are eight boats in this picture, which was taken from the ninth boat. There will soon be a tenth boat in the Santos fleet, which will be powered with a Superior Diesel, as are all the other boats in the Santos fleet.

The dragger "J. B. Junior II", owned by John Bruno of Boston, skippered by Capt. Frank Tumbeolo. She is 73 x 17 x 7 and is powered with a 110 hp. Atlas Imperial Diesel engine, driving a 48 x 44 propeller at a cruising speed of 9 mph.



Mississippi Quick Freeze Plant Most Successful Venture

LEE Gutierrez, manager of the South Mississippi Ice Co., addressing the Biloxi Business Club recently, told of the operation of his Company's quick freeze plant at Biloxi, which, he said is the only quick freeze plant at Biloxi.

He said that in 1935 it was found that the sale of frozen shrimp from other points was hurting the local industry considerably as there was no way of meeting the demand for frozen shrimp here, but with a freezer at Biloxi, boats would not only be kept busy, but there would be additional ice sales, and seafoods would be kept until they could be sold at a profit.

So after considerable investigation, his Company pioneered in the quick freeze business and completed its Biloxi plant in August 1936.

The quick freezer room is of concrete, steel and cork board and its temperature is held at 40 degrees below zero with a freezing capacity of 20,000 pounds in 24 hours.

The storage or holding room is of concrete, steel and cork board and has a temperature of zero with a holding capacity of 800,000 pounds of ice or 250,000 pounds of seafood produce. The glazing room is of the same construction and its temperature is 26 degrees.

The plant has its own electric plant, uses gas and oil engines that may be used independent of each other, or on the same refrigerating load.

Mr. Gutierrez announced plans for an additional cold storage room with a locker system so that people can take advantage of bargain days, stocking up and withdrawing foods from the lockers as needed. These lockers will hold food safely from one day to two years.

The plant's operations serve from Bay St. Louis to Pascagoula, including 26 factory and fish dealers, 22 hotels and restaurants, and has been a decidedly successful venture.

Fourth Annual Blessing of Boats

More than 300 shrimp trawlers, small craft and pleasure boats anchored in Berwick Bay, La., on July 25 as the Reverend Father Jules Toups solemnly invoked a blessing on the fleet. On shore and atop the Morgan City-Berwick highway bridge thousands stood and watched the impressive ceremony.

The occasion marked the fourth annual observance of the event known as the "Blessing of the Boats", sponsored by the Gulf Coast Seafood Producers and Trappers' Association, with its membership of approximately 1200 fishermen and trappers.

Santos to Add Tenth Boat to Fleet

There will soon be a tenth boat in the fleet of Capt. John Santos' shrimp boats at Patterson, La. She is to be about 60 ft. long, and will be powered with a Model D, 5½x7 Superior Diesel engine developing 170 hp. at 1500 rpm. Accord-

ing to Capt. Santos, she is going to be the Queen Mary of the fleet, and will be fitted out almost like a yacht as far as accommodations and equipment are concerned; and she is expected to be fast. This new boat will undoubtedly create a great deal of interest throughout the shrimp trade.

Good Shrimp Hauls

Shrimpers, inactive for a week because of squalls and storms, brought in good hauls during the week of July 17. According to reports, the average catch per boat for the first load of the week was 30 barrels with the *Jo Ann*, Capt. Casey Kaah catching over 60 barrels, the record catch of the trip.

The average size during the week ran from 20 to 25 to the pound.

Packers are paying \$8.00 per barrel for shrimp to be put into cold storage and \$9.00 for shrimp to be shipped immediately. The cannning season opens August 10 and a price will be set soon for canning shrimp.

Florida Sponge Sales Increase

SALES for the first half of 1939 aggregate \$531,362.42, which in the past six years is exceeded only by the first half total of 1937.

June sponge sales came to a close with \$79,008.81 to exceed the June totals for the past two years.

Prices being paid this year are reported exceptionally good and the greater part of the sales have been mostly wool sponge.

Good Shrimp Run

Shrimp may be running fair this time of the year but Apalachicola fishermen get only 2½ cents a pound for them. A flooded market caused by average good runs at the same time in other fishing grounds was one of the reasons given for the fishermen's low wages. High freight rates and too many middlemen getting a cut out of the profits were other reasons given in an interview among shrimpers here.

Not many shrimp are expected this time of year between the Spring and Fall runs, it was stated, thus a catch of more than 1,000 pounds is considered fair.

Sixteen Fishermen Rescued from Reef in Gulf

Stranded on a reef in the Gulf of Mexico for a week after their boat was destroyed by fire and explosion, 16 Mexican fishermen were rescued by the Pensacola fishing smack *Dolphin* of Warren Fish Company and taken to Progresso, Mexico.

Captain Christ Christiansen of the *Dolphin* said two of the Mexicans were badly burned. None could speak English and the *Dolphin*'s crew could learn of what had happened only through gestures.

The fire apparently started in the engine room of the Mexican schooner, the *Alberto*, and the explosion followed. Most of the Mexicans were away, fishing for turtles and shark. The two who were burned escaped death by diving overboard.

The sch. "Rio Douro", Captain Albino Pereira, of Gloucester, Mass., is 96 ft. x 20 ft. 8 in. x 9 ft. 6 in., and makes 11.5 knots with her 230 hp. Cooper-Bessemer Diesel. Other equipment includes a Hyde propeller, Willard batteries, Lister auxiliary, Diehl generator, New England Trawler Equipment Co. winch, Fathometer, Bludworth Radio Direction Finder, Harvey radio telephone, and Shipmate range. She is fueled and lubricated with Esomarine products.



Gloucester Publicized in Saturday Evening Post

THE August 5 issue of the *Saturday Evening Post*, totaling over 3,500,000 circulation, carries a double-page spread of Kodachrome colored views on points of interest along the waterfront here at Gloucester, and a two-page story on Gloucester itself under the caption, "Cod and Canvass."

This story results from contact over two months ago with the Chamber of Commerce by Richard A. Thruelson, associate editor of the *Saturday Evening Post*, who spent the greater part of three days here with Royal C. Wells, president, and Manager Hart of the Chamber, meeting and talking with captains and waterfront interests, and getting a first-hand picture of Gloucester life and other data.

The story starts with the coming of Thorwald in the year 1004, followed later by Champlain, then carries down through to the founding of Gloucester in 1623, and the following years when everything out of this port was under sail. Reference is made to the harrowing experience of Howard Blackburn, the gradual disappearance of sail as craft changed over to power. The story continues down to the present time, making reference to the many uncertainties attendant to the fishing industry today. Throughout the entire story is woven that intangible something of romance and tradition of the waterfront for which Gloucester is so well known the country over.

There are 13 views in natural color covering interesting scenes along the waterfront.

More Publicity

John L. Lynne, superintendent of publicity throughout the New England area, called at the Chamber recently, to go over with Manager Hart some of the arrangements being made to publicize this Gloucester issue. One is the mailing of 7,000 cards from the Philadelphia office to a selected list of telephone subscribers.

One hundred and fifty letters have gone out to larger organizations, fishing firms and distributing agencies throughout the New England area, calling attention to this issue containing the special story on Gloucester.

The Chamber mailed to the director in charge of the Massachusetts exhibit at the New York World's Fair, and to the director in charge of the New England exhibit there, large posters bearing a reproduction of the Fishermen's Memorial, calling attention to the story, and referring to Gloucester as "New England's most painted and picturesque port." These posters will be displayed at the aforementioned exhibits at the New York World's Fair during the period the magazine is to be on sale.

Fisheries Broadcast

A special broadcast on Gloucester and the fisheries was included in the "Time to Shine" program from 10 to 10:30 on July 11 over Station WEEI. Two representatives of the Columbia Broadcasting System spent the morning of the 11th with Manager Hart of the Gloucester Chamber of Commerce looking about the city and contacting various fishery interests. Capt. Ben Pine of the Atlantic Supply Co. and Everett R. Jodrey of the R. J. Ederer Co. were the principals in the broadcast.

"Western Explorer" Sold to New Herring Concern

After a seven-day visit to Gloucester, the 254-ft. steamer *Lake Miraflores*, Capt. H. Spillman, a fertilizer ship, left on July 22 bound first for Boston to load a half million gallons of fuel oil, and thence to St. John's, Newfoundland, and to Labrador to engage in the herring industry.

Messrs. Ames and Hiller, principals in the Marine Products Co., which has chartered the steamer, spent some \$40,000 in buying equipment, food, material, and hiring labor to overhaul the huge craft.

This concern has also bought four beam trawlers, the steamers *Kingfisher*, *Heron*, *Tern* and one other from the Atlantic Coast Fisheries Co. This gives the new company a fleet of six large fishing vessels to work in conjunction with the *Lake Miraflores*. The other two fishing craft are the Pacific Coast tuna seiner *Western Explorer* and a similar tuna seiner now en route from Tacoma, Wash., to Gloucester, and thence to Newfoundland to join the herring fleet.

The *Western Explorer* has been changed over to British registry and will fly the Canadian flag. She is still in command of Capt. Bernard Nelson with three Gloucester men and two others aboard to take her to St. John's.

Capt. Harvey Petrich, whose company, the Western Boat-building Corp. of Tacoma, Wash., built the *Explorer*, stated recently that his Company still has great faith in the Eastern tuna situation and plans to send on a third boat very shortly, to fish out of Gloucester for tuna.

The beam trawlers which have been purchased by the Marine Products Co. are being converted into seiners, and will use seines similar to the mackerel fisheries type. They will operate along the coast of Labrador and Newfoundland, catching herring by the seine method, transport their catches to the steamer *Lake Miraflores*, which will then convert the herring into fish oil and fish meal for market.

It is reported that this new concern is already negotiating for the purchase of other large fishing craft and plan to have a large fleet operating in time.

Capt. Rose Buys "Ruth Lucille"

The dragger *Ruth Lucille* has been sold to Capt. Frank Rose, well-known Portuguese skipper, who was to sail in her on July 24 for the swordfishing grounds. The dragger was built

at Essex in 1929. She is 90.5 x 21.6 x 10.2 and is of 93 gross tonnage.

She has always been in command of Capt. Thomas Benham up to the past year, when his son, Capt. Gerald Benham, took command.

Annual Memorial Service

The annual fishermen's memorial service in honor of Gloucester fishermen lost at sea in the past 12 months was held Sunday afternoon, August 6, at 4:15. Five names have been added to the 300-year roster of some 8000 lost in the fisheries.

Rudolph Johnson and Albert Carter of Pigeon Cove were lost off that place while trawling in a small open boat.

William Nolan and Alexander Muise were swept from the deck of the *Adventure* on Georges Bank on March 13.

James Murphy was lost overboard from the dragger *Leretha* in the Channel on March 20.

"Salvatore and Rosalie" Has New Radio Telephone

A new marine 15 watt Harvey Radio Laboratories radio telephone has been installed by Walter H. Moreton Corp. in the Gloucester seiner *Salvatore and Rosalie*, Capt. Tony Frontiero. The Marine 15 incorporates a crystal controlled fixed frequency superheterodyne receiver, which requires no tuning adjustments, eliminating the possibility of missing calls due to frequency "drift" or improper tuning.

A 15 watt crystal controlled transmitter provides a longer working range than the Marine 10, having four frequency channels for communication with Coastal Harbor land stations, other ships or the Coast Guard.

Gorton-Pew to Operate a Plant in New Brunswick

The Gorton-Pew Fisheries Co. has entered negotiations and practically concluded a deal with the Government of New Brunswick to open a plant at Caraquet on Bay Chaleur, Thomas J. Carroll, President of the Company, announced in an address before the Gloucester Rotary Club on July 24.

The New Brunswick Government will pay three-quarters of the cost of the plant, Gorton-Pew the other quarter, Mr. Carroll disclosed. The Government also will help pay for fitting out boats to insure getting plenty of haddock and cod.

Caraquet is already an important fishing port from which numerous fishing boats operate. At the present time these boats are engaged mostly in salt fishing, but since salt fish no longer enjoys its former popularity the fishing boats have had a declining market.

The new plant will offer a market for numerous varieties of groundfish and scallops which can be caught in a day's trip from Caraquet. It will be necessary for many of the boats to be motor equipped, and the Government has offered to provide funds to cover part of the cost of engines.

This new plant, which is not expected to start production before next Spring, will not interfere at all with the operation of the Gloucester plant.

"Noreen", owned by Capt. Mike Smith of New Bedford, Mass., and the Flag Fish Co. of New York. She is 95 x 20 x 10 and is powered with a 230 hp. Cooper-Bessemer Diesel, and equipped with Hyde propeller, Hathaway winch, fish hoist and stern bearing, Shipmate range, Ritchie compass, Exide batteries and Columbian rope.

New Bedford Items

By M. E. Harney

THE schooner *Friendship*, Capt. Cleve Burns, has undergone extensive repairs, including a general overhauling and painting, and is now all ready to go after the deep sea scallops again.

The *Newfoundland* has gone on the ways at Kelley's and is having her sides repaired and sheathing done. She will have a general overhauling and painting also.

Two 250 hp. General Motors engines are being installed in the *Vagabond* of Boston by Hathaway Machinery Co. The *Vagabond* is owned by Capt. Wm. Westerbeke.

The dragger *Clinton*, owned by Correia Brothers of New Bedford and skippered by Capt. Gerald Moriarity, has been painted at Casey's and equipped with a new wheel and rigging.

The 3 & 1 & 1 of the Salvadore-Cahoon fleet had her Wolverine engine gone over recently at Hathaway's.

New Atlas for "Anna"

The dragger *Anna*, Capt. Warren Vinson, owned by Carl Beckman, New Bedford, and operating from Woods Hole, has been equipped with a new 60 hp., 4 cylinder Atlas Diesel.

Atlas for Mrs. Martin's New Dragger

A 4 cylinder, 135 hp., 325 rpm. Atlas is being delivered for the new scallop dragger being built for Mrs. Winifred Martin, New Bedford, by Warner's shipyard at Kennebunkport, Maine. Mrs. Martin's other vessel, the *Winifred Martin*, is powered by a 4 cylinder, 110 hp. Atlas.

Vessel "Lost" for Five Days Towed In

A five-day search by Coast Guard cutters and seaplanes for the New Bedford trawler *Four Sisters* ended on July 19 when she was towed to Boston by the dragger *Mary M.*, after having drifted helplessly for five days 150 miles off Provincetown.

Capt. Charles Tapper of the *Four Sisters* said that when they became disabled they drifted beyond Georges Bank and when they tried to drop anchor they couldn't reach bottom.

The crew of nine, including the skipper's two sons, unshaven because they didn't want to use any of their water supply, told of being limited to bread and coffee until they were picked up.

After drifting for some time they finally spoke to the *Joan and Ursula* and told them they were in trouble and asked them to get help. The *Joan and Ursula* contacted a beam trawler, which radioed the position to the Coast Guard, but they drifted so far from that position by the time help arrived that the Coast Guard had great difficulty in locating them.

Weather Hinders Fishing

During the latter part of July, landings of fish and scallops at New Bedford were rather limited on account of continued wind and fog. Swordfish arrivals have also been small so far this season, although fair quantities have been landed at Boston.





Dragger "Frances C. Denehy", owned by Fauci Oil Co. of Boston.

Boston Fish Pier Landings for July

(Hailing fares. Figure after name indicates number of trips)

Adventure (3)	285,500	Lark (1)	110,000
Adventure II (2)	141,000	Leretha (1)	55,000
American (1)	57,000	Maine (3)	381,000
Angie and Vence (2)	99,000	Maris Stella (3)	149,000
Arlington (3)	431,000	Marjorie Parker (2)	89,500
Atlantic (3)	278,000	Mary and Julia (2)	106,000
Bettina (2)	115,000	Mary E. O'Hara (3)	214,000
Billow (1)	187,000	Mary Jane (1)	57,000
Bittern (3)	421,000	Neptune (3)	420,000
Boston (2)	132,000	Newfoundland (2)	90,000
Boston College (3)	217,000	Newton (3)	331,000
Breaker (2)	203,000	Notre Dame (2)	228,000
Breeze (2)	326,000	Ocean (2)	358,500
Cambridge (2)	197,000	Olympia (3)	141,200
Cape Ann (2)	116,000	Plymouth (4)	424,000
Cormorant (3)	379,000	Pollyanna (2)	135,000
Crest (1)	300,000	Quincy (1)	76,000
Dawn (2)	99,000	R. Eugene Ashley (1)	60,000
Delaware (3)	421,000	Raymonde (1)	45,000
Dorchester (4)	451,000	Ripple (2)	544,000
Ebb (2)	385,000	Rita B. (2)	257,000
Elk (2)	183,300	Saint Joseph (2)	85,700
Fabia (3)	310,500	Sea (3)	703,000
Famiglia (3)	78,500	Shamrock (3)	272,000
Flow (3)	502,000	Shawmut (1)	105,000
Foam (2)	504,500	Spray (2)	263,000
Fordham (4)	298,000	Squall (3)	437,000
Frances C. Denehy (3)	196,000	Stanley B. Butler (2)	136,000
Gale (2)	281,000	Storm (3)	501,000
Georgetown (2)	224,000	Surf (4)	659,000
Geraldine & Phyllis (1)	102,000	Swell (1)	223,000
Gertrude L. Thebaud (1)	47,000	Thomas Whalen (3)	323,000
Gosoorn (3)	233,000	Tide (2)	593,000
Grand Marshall (2)	143,000	Trimount (3)	239,000
Holy Cross (3)	268,000	Triton (3)	339,000
Illinois (2)	251,000	Vandal (1)	68,000
Imperator (2)	145,000	Venture II (3)	224,000
Ivanhoe (1)	40,500	Villanova (2)	235,000
Jeanne d'Arc (4)	341,000	Wamsutta (1)	65,000
Julia Eleanor (1)	68,000	Wave (2)	532,000
Kath. F. Saunders (2)	84,500	Whaling City (2)	123,000
Kittiwake (2)	348,000	Wm. J. O'Brien (3)	278,000
Lark (3)	270,000	Wm. L. Putnam (3)	261,000
		Winchester (3)	296,200
		Winthrop (2)	188,000

New General Manager for O'Hara & Sons

J. J. Ryan, formerly with The Mohican Co., has been appointed General Manager of F. J. O'Hara & Sons, Inc., operating plants at Boston and Portland.

"Frances C. Denehy" to Have a Fairbanks-Morse

The dragger *Frances C. Denehy*, owned by the Fauci Oil Co. of Boston, is to have installed an 8 cylinder, 320 hp. at 400 rpm., 10 x 12½, model 35 Fairbanks-Morse marine Diesel.

A new development in this Model 35 engine incorporates full pressure feed lubrication but still retains the crank-case scavenging principle.

The *Denehy* is 92.6 x 20.3 x 9.9 and was built at Essex in 1928. She is of 103 gross tonnage and 70 net tonnage.

Lobstermen's Convention

The annual convention of the Massachusetts Lobstermen's Association, of which Pearl King of Rockport is President, will be held this year on September 18 at the Brunswick Hotel, Boston, beginning at 7:30 P.M.

Swordfish Landings

Receipts of swordfish up to August 1 at Boston were 2,119 fish from the fleet and from Canada 385 fish. This compares with 1,681 from the fleet to this date last year and 292 from Canada. Prices have ranged from 20 to 22 cents per pound for large and 12 to 15 cents per pound for small. Last year one boat landed a trip of 112 fish and stocked \$4,643, the best stock for several years. The best stock this year up to August 1 was about \$3,300.

On the Ways

The following fishing vessels were on the ways at the Atlantic Works of the Bethlehem Shipbuilding Corp., Boston, during the month of July: Heron, Spray, Shawmut, Helen M., Brookline, Maine, Yankee, Boston, Notre Dame, Lark, Kittiwake, Thomas Whalen, Arlington and Rita B.

Weather Reports to Ships at Sea

EFFECTIVE August 1, 1939 through its Coastal Harbor Radio Station WOU the New England Telephone and Telegraph Company will send out weather reports to coastal harbor vessels based on information received from the United States Coast Guard.

These reports will be given out regularly twice a day—11:20 A.M., E.S.T. and 11:20 P.M., E.S.T. (unless a call is in progress). At each broadcast the report will be given twice.

When advisory storm warnings are received from the United States Coast Guard they will be given out over WOU immediately (unless a call is in progress) and thereafter at two-hour intervals 20 minutes past the odd hours over a period of twelve hours unless the order has been changed or cancelled.

Ships that have failed to hear these regular weather reports may call WOU, ask to have the weather report repeated. Such an individual report will be provided at a net charge of \$.50.

SCHEDULE OF WEATHER REPORTS	
Boston Coast Guard (2662KC)	11:00 A.M., E.S.T. and 11:00 P.M., E.S.T.
Boston WOU (2506KC)	11:20 A.M., E.S.T. and 11:20 P.M., E.S.T.
New York Coast Guard (2662KC)	11:30 A.M., E.S.T. and 11:30 P.M., E.S.T.
New York WOX (2590KC)	11:50 A.M., E.S.T., and 11:50 P.M., E.S.T.

Consumption of Oysters Increases

ACCORDING to a chart prepared by the Oyster Institute of North America, the consumption of oysters has increased from about 63,000,000 pounds in 1933 to an estimated consumption in 1938 in excess of 100,000,000 pounds, an increase of about 40,000,000 pounds, or over 60% in five years.

This is certainly an eloquent answer to the value of the Institute's promotional program.

Provincetown Plants Busy Curing Mackerel

By J. C. Johnson

THIRTEEN trapboats, operating out of Provincetown the last month, have been landing daily hauls of 7,000 to 8,000 pounds to a boat daily, mostly mackerel and whiting. Thus far there have been no large mackerel to speak of, though plenty of half-pound fish. This is proving a big tinker season for the trappers. Few tuna have been landed, but the run is expected to show up in August. The largest tuna landed weighed 550 dressed.

The Cape Cod Fisheries plant operated by Bill Sklaroff reveals, as usual at this time of year, the heaviest activity on the waterfront. A force of 30 men are curing mackerel for shipment to the company's Philadelphia base. They will be kept on the job another six weeks or more. Four hundred barrels of mackerel had been cured at this plant by the end of July. Vita Fisheries Company also is very active curing mackerel.

Freezers Active

The four freezers of Provincetown and the Pond Village Cold Storage at North Truro, operated by John Worthington, are taking in whiting and mackerel. The whiting stock is about the same as last year. Much of the mackerel is being frozen for bait supplies at Boston and Gloucester. Top man in the trapping fleet in July was Capt. Ulysses Simmons, whose largest haul for a day was 150 barrels.

Large mackerel and blueback herring are looked for in August, and a customary brisk demand from the New York market is expected. Tuna are late in arriving this year. Last year the fish brought from 3 to 12c on the Boston and New York markets.

New Equipment Installed

Cape Cod Fisheries plant, in common with other packing plants of Provincetown, has finally gone "all-electric." An electric water pump has just been installed; also, three electric hoisters. This plant's ice plant has been electrically operated for some time.

Draggers Doing Well

A fleet of some 25 draggers has averaged 40 to 50 boxes (125 pounds) to a boat daily, mainly blackbacks and yellowtails. Boats out of Provincetown have been fishing off Nauset and the Highland. *The Wallace and Roy, Winifred S., Mary Madeline, Angeline, Emiliar R.* have been fishing out of New Bedford for yellowtails and doing well. The *John D., Barbara C., Fanny Parnell* are whiting-fishing out of Plymouth.

Some Dories Still Netting

A few dories are netting, though most of them are hauled up. The half-dozen dories that are netting are averaging

The "Evangeline D", 40 ft. fishing boat owned by Capt. Manuel Thomas of Provincetown, Mass., powered with a D8800 Caterpillar Diesel engine. She uses Columbian and Plymouth ropes, and Linen Thread nets.

Block Island at Height of Its Fishing Season

By C. H. Lewis

AUGUST finds Block Island at the height of its fishing season with party and swordfishing taking first place. The long foggy spell during the latter part of July has been bad for swords and few were landed. July was in fact only a half normal month but fishermen hope for better weather in August and the return of swordfish. At present the price is 20 cents.

First Tuna

The first tuna of the season was brought in by Capts. Henry K. and Eugene Littlefield on the 25th. It weighed 40 pounds. Capt. Melvin Rose of the *Lillian* brought in two and a few days later Capt. Harry Enders, a Block Island sportsfisherman brought in the largest of the season. It weighed 554 pounds when the scales "grounded". Capt. Eugene Littlefield, who was with Capt. Enders, harpooned the tuna. Capts. Dunn and Lewis had a 500-pounder in their traps along the South Shore.

Lobstering Picks Up

Lobstering has picked up somewhat but the market is very slow, the local price being only 12c. The lobstermen find it difficult to dispose of them at a satisfactory price.

Drailing

Drailing has fallen off but the market is good, local prices being 7c for good mackerel for Summer trade.

Trap and Surf Fishing

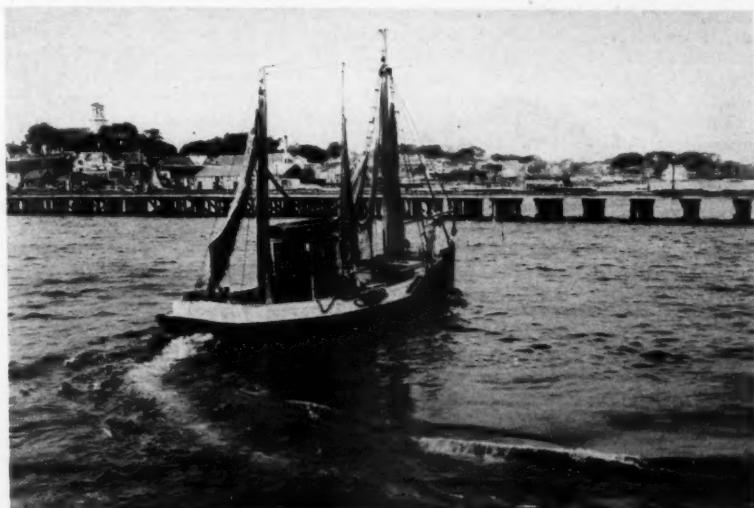
Trap fishing is very light. Capt. Harry Smith hooked the first bonita.

Surfcasting is active on the Island and Bertrand Ball landed the first striped bass. Taken off Clay Head it weighed nine pounds. Mr. Ball held the record for last year's largest bass. It weighed 30 pounds.

1,000 pounds of butters and 500 of mackerel. On the whole, prices have been good, New York firms buying direct on the wharves. The highest price of the last month was 8c paid for blackbacks. Practically all shipping now is done by truck, to the Boston market and to Providence, where New York shipments are landed on the Gloucester fish-train. Only shipments of cured fish are dispatched by railway freight.

Stella Has New Atlas

The fishing boat *Stella*, owned by Capt. Ferdinand Salvador of Provincetown, has replaced an 11-year-old 60 hp. Atlas with a duplicate engine.



Vineyard More Than Satisfied With Summer Fishing Results

By J. C. Allen

THIS report is penned as July hauls to looward and August looms on the skyline to wind'erd. Between-seasons, as you might say, with a good half, maybe two-thirds of the Summer luck laying dead ahead. The Wheelhouse Loafer who pilots this column makes the modest prophecy that if the balance of the season is as good as the first part, all hands in these bearings will be satisfied as it is possible for sea-skimmers to be.

While it is true the manipulations of humankind have raised a bunch of hell with marketing conditions from time to time, there is really nothing that can weather the ancient rule of supply and demand, or stand long between the public and a righteous desire. So it goes, and the result has been more actual dollars in the stern pockets of fishermen's dunces than they have jingled for a dog's age.

Fine Handlining and Trapping

It was predicted last Fall, by one of our scientific neighbors, who seldom says anything useless or empty, that the hurricane would bring fish, and it has. July has seen the top-notch in handlining for a period of at least fifteen years and probably more. July has seen the local traps make more actual cash than they have pocketed in half a dozen entire seasons. Right now, as this report is written, the mackerel have fallen off, and what fish are taken run mostly to large tinkers. During the past weeks, however, the boys have had very little to complain about, as compared with the luck of other seasons.

Best Lobstering in Years

Lobstering has turned out to be the best in years also, up to this point. What will come next, the Lord only knows, but the size of the critters is better, and there are many more of them.

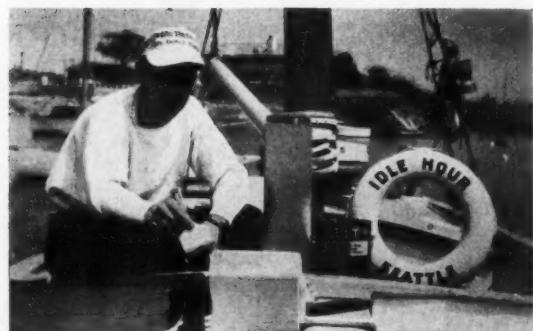
Swordfishing Bothered by Rough Weather

To date the catch of swordfish has not been too heavy. This fact at first caused the report to circulate that swords were scarce. But taint so! Weather conditions have been against the boys both in shoal and bold water, and only on comparatively rare occasions have they struck things exactly right for swordfishing. On those days, dear brethren, they have killed sword so fast that the lances got overheated and men's elbows wore clean through the sleeves of their jumpers from jabbing with iron and lance!

Dragging Conditions Changing

Sea-scalloping continues to be one of the main-stays of the industry, with no great fluctuations in the luck, the price or the labor involved. But dragging has not been as popular or as lucrative as of yore, chiefly because of the situation in Boston. A survey of market conditions, restrictions, customs, notions and other characteristics of Boston as a fishing port, convinces our local sea-skimmers that whatever future the place has is all in the past. The numbers of small fishing boats that have been forced to market elsewhere, shows very plainly that whatever the plan may be in Boston, the result is to scuttle the independent fisherman. Perhaps there is no help for this; possibly the operation of natural progress dooms these men and their little business which they have developed and maintained. But the fact remains that the wealth earned by the New England fisheries and the value of their fleets and equipment as well as the history and romantic tradition of the industry were all achieved by independent fishermen, plenty of whom owned and sailed their own boats and vessels. And the way it looks today, the purpose of the powers that be is to drive all real fishermen off the sea.

Perhaps this is all wrong, impression, conclusion and all the rest, but from a not-too-distant point of view, that is the way it appears and it further appears that the principal reason in back of it all is to gain a larger percentage of the returns, to the detriment of the real fishermen.



Dwight Long of Seattle, Wash., shown on board his globe-girdling 32-ft. ketch "Idle Hour", doing a complete job of refinishing with Smith's paint at Wm. Edgar John's Yard in Rye, N. Y.

Lake Michigan Fishing Vessels At Green Bay Tied Up

THAT good fishing ground for commercial fishermen—Green Bay, projecting into Wisconsin from Lake Michigan—has seen its worst harvest of fish for many a year. Usually the western banks of the Bay produce a good mess of fish on almost every trip of the forty fishing vessels frequenting those waters, but not so this year. Of the vessels plying their trade there, all but about six were tied up the middle of July at the docks for the remainder of the summer. The usual crop is whitefish and lake trout, but during the late spring and early summer a lot of smelt have been caught in fishermen's nets.

On the eastern banks of Green Bay the fishing conditions are not what they ought to be, but they are better than those reported off the western banks. This is the report made by commercial fishermen during July of this year, but it is hoped that the eastern banks of Green Bay will produce better catches later this summer.

On Lake Michigan the supply of fish is reported to be growing smaller each year. None of the vessels on Lake Michigan, to the east of the Bay, have been tied up this year, but the total number in operation is not what it used to be.

Weather Conditions Cause Shortage of Fish

Unusual weather conditions this Spring have caused a shortage of fish in Lake Michigan, John Tuisl, Manitowoc, Wis., commercial fisherman said. Whitefish and trout are particularly scarce, although no species has been plentiful, it was said.

Tuisl explained that because of the temperature of the water, the fish have remained close to the surface, thus avoiding nets secured to the lake bottom. Due to frequent changes in the wind, the fish have been moving about constantly, another factor which has curtailed the catch.

Protest Calling Sea Perch Rose Fish

Despite protests from fish wholesalers, indications are that bill No. 657 A, which prohibits the sale of rosefish as sea perch, will be passed by the Wisconsin legislature. The measure has already been passed by the Assembly and has been recommended for concurrence by the Senate.

The bill was introduced by Assemblyman William J. Sweeney at the request of Suamico fishermen. Assemblyman Sweeney declared that rosefish is being sold in competition with Wisconsin perch and urged that they be sold under the name decided on by the United States Bureau of Fisheries.

Fish wholesalers contend that if the bill is enacted, they will have to surrender this business to Chicago dealers, who would not be affected by the law. They contend that constant use and national advertising has established the name sea perch in the minds of the consumer and that such advertising makes it impossible for Wisconsin dealers to sell any of the species if they are forced to merchandise them under the rosefish label.



Stay in the Running with Essomarine

WHEN the fish are running right, it's tough to be tied to the dock with engine trouble.

And frequently it's needless, too. The right fuels and lubricants can do a lot to keep your engines in A-1 condition.

Essomarine fuels and lubricants have been turning in good clean performance records for years—in all makes of marine engines. Ask the Engineers who use them—they'll confirm it. They'll say they don't have overhaul troubles when the fish are running; neither do they have breakdowns caused by fuel or lubricating oil.

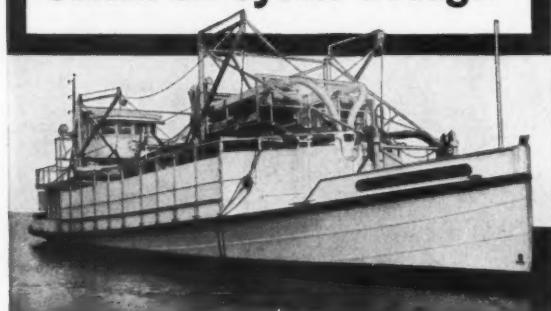
If you are not a regular user of this top-notch combination of Essomarine fuel and Essomarine lubricating oil, see the nearest Essomarine Dealer and get the facts about these products. Then, next time you need fuel or lubricating oil, fill up with his Essomarine products and use them exclusively. You'll soon learn that you've discovered an unbeatable combination.



Essomarine Lubricants are distributed by these major oil companies: Standard Oil Company of New Jersey—Colonial Beacon Oil Company—Standard Oil Company of Pennsylvania—Standard Oil Company of Louisiana—Standard Oil Company (Inc. in Kentucky)—Standard Oil Company (Ohio)—Humble Oil & Refining Company—Imperial Oil, Limited (In Canada). Direct inquiries to Essomarine, 26 Broadway, N. Y. C.

F-M DIESEL CASE HISTORIES

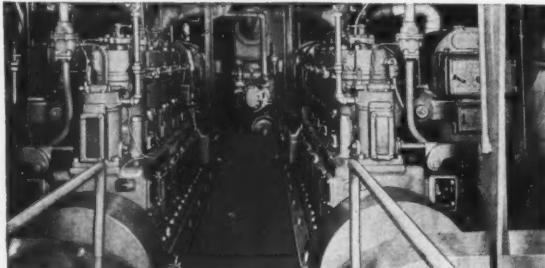
F-M Diesels Replace Steam on Oyster Dredger



When the owners of the Oyster Bay Oyster Co., Oyster Bay, L. I., purchased the steel passenger steamer *Sea Gate*, they transformed her into a revolutionary new type of oyster dredger. Fairbanks-Morse Diesels had rendered such outstanding service on their oyster boats *Gloria B.*, *Waldron B.*, and *W. H. Hoy*, as well as their yacht *Sonse*, that the ship's steam equipment was replaced with a 500-hp. Fairbanks-Morse Model 37 Diesel propulsion engine and two 120-hp. Fairbanks-Morse Model 35 Diesel auxiliary engines.

The renovated vessel—rechristened the *Seawanhaka*—has been the envy of many oyster fishermen on Long Island Sound since she was launched last summer. As the nozzles of two huge centrifugal pumps—coupled to the F-M auxiliary Diesels—are dragged over the ocean floor, they "vacuum clean" the oyster beds. Oysters are carried through the pumps to a screen, from which they are discharged to a conveyor belt and into oyster bins.

Fairbanks-Morse Marine Diesels are made in a wide range of sizes for dependable, economical use in practically all types of fishing boats. For complete information, write Fairbanks, Morse & Co., Dept. 5, 600 S. Michigan Ave., Chicago, Ill. Branches with service stations in principal ports.

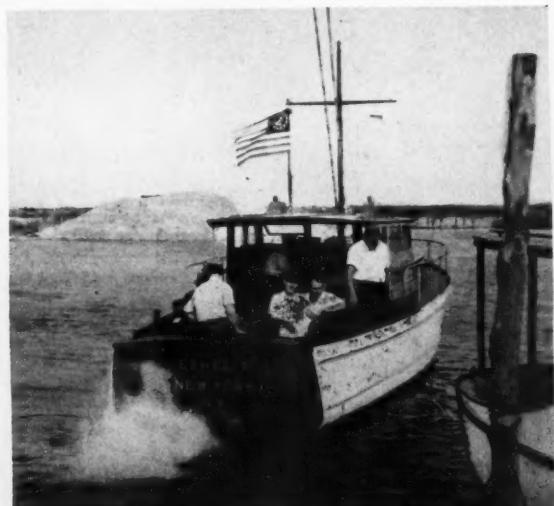


Engine room of the *Seawanhaka*. F-M Model 35 auxiliary Diesels in foreground, Model 37 propulsion Diesel in rear.

7590-DA27-591

Fulton Market Wholesale Prices

Species	July 1-8	July 9-15	July 16-22	July 23-31
Bluefish	.08-.35	.07-.35	.08-.35	.07-.32
Bonito	.10-.10	.10-.10	...	.10-.10
Butterfish	.01-.05	.01-.09	.02-.08	.01-.10
Codfish, steak	.06-.10	.04½-.09	.04-.08	.05-.09
Codfish, mkt.	.04-.05	.03-.04	.02½-.06	.02½-.05
Croakers	.02½-.03	.02½-.04	.01-.03½	.00¾-.03
Dabs	.03-.03	...	.04-.07	...
Flounders	.01½-.06½	.01½-.09	.01½-.11	.02-.11
Fluke	.06-.16	.01-.16	.02½-.16	.01½-.15
Haddock	.04-.05	.01-.02½	.01½-.05	.01½-.04
Hake	.04-.05	.02½-.04	.01½-.05	.01½-.04
Halibut	.12-.16	.10-.16	.11-.15	.12-.16
Kingfish	...	...	.03-.10	.02-.08
Mackerel	.02½-.10	.02-.10½	.01-.16	.01¼-.16¾
Pollock	.03½-.04	.02-.05	.01½-.04	.01½-.05
Pompano	.30-.30	...	.40-.40	...
Salmon, Pacific	.15-.22	.12½-.20	.14-.20	.16-.25
Salmon, Atlantic	.48-.50	.25-.35	...	...
Scup	.01½-.03	.01-.04	.00¾-.03	.00½-.04
Sea Bass	.01½-.12½	.01-.14	.01½-.14	.01½-.14
Sea Trout, gray	.02½-.25	.02½-.25	.01-.25	.03-.30
Red Snapper	.14-.14	.14-.14	...	...
Sole, grey	.05-.06	.04-.07	.05-.09	.03½-.08
Sole, lemon	.08-.08	.07-.08½	.12-.12	.12½-.13
Striped bass	.25-.25	.15-.18	.15-.25	.20-.22
Swordfish	...	.37-.37	.33-.38	.25-.32
Tilefish	.02-.04	.02-.04	...	.02-.05
Tuna	.04-.16	.08-.15	.04-.14	.03½-.08
Whiting	.01-.04	.00½-.02	.01-.03	.01-.04
Yellowtails	.01½-.05	.01½-.02¾	.01¾-.06	.02¾-.08
Clams, hard	.50-.250	.50-.250	.75-.225	1.00-.225
Clams, soft	1.25-.175	1.25-.200	1.25-.175	1.25-.150
Conchs	1.25-.150	1.00-.125	...	1.00-.150
Crabs, hard	1.25-.150	1.00-.200	1.25-.200	1.00-.175
Crabs, soft	.15-.175	.15-.200	.15-.175	.15-.175
Crab meat	.20-.55	.25-.60	.28-.55	.32-.70
Lobsters	.27-.31	.24-.30	.24-.31	.17-.29
Mussels	.50-.75	.50-.75	.50-.50	.50-.100
Scallops, bay	...	2.25-.225	2.00-.215	1.50-.150
Scallops, sea	1.10-1.15	...	1.10-1.10	1.10-1.15
Shrimp	.08-.16	.07-.15	.07-.15	.07-.18
Squid	.01¾-.05	.01½-.04	.02-.03	.03-.07



The "Ethel A.", a sport fishing boat owned by Capt. Frank Crossman of Freeport, N. Y., and skippered by Capt. Olly Herbert. She is 40 x 11½ x 3½ and is powered with a Red Wing motor.

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PUMPS
ELECTRICAL MACHINERY
FAIRBANKS SCALES
RAILROAD EQUIPMENT

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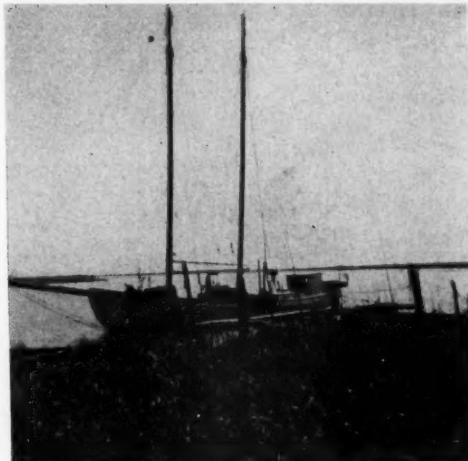


Diesels

All It Knows Is Run

"We are pleased with the engine; all it knows is run", writes Capt. William D. Berry of Port Norris, N. J., about the 100 hp. 4 cycle Wolverine Diesel engine in his oyster boat "Charles Berry, Sr."

All of our oyster boat owners, as well as fishing boat owners, are pleased with their Wolverines. You will be, too.



Catalogue No. 135 Upon Request

WOLVERINE MOTOR WORKS Inc.

Foot of Union Avenue

BRIDGEPORT, CONN.

Long Island Fishermen Landing Fine Catches of Most Species

By C. A. Horton

IN Great South Bay, near Fire Island Inlet, some of the largest fluke of the season are being caught. A recent catch tipped the scales at 15 pounds, one of the largest reported this season.

Boats out of Lindenhurst are still landing fluke weighing as high as 12 pounds.

Good Tuna Catches

Boats out of Freeport are bringing in from fifteen to twenty-five tuna daily, some weighing up to 95 pounds and all of them more than 50 pounds.

Louisiana Bonita Landed

Capt. Howard Raynor caught a 40-lb. Louisiana bonita, a Southern fish which is not usually found in Northern waters, in his nets in Peconic Bay the latter part of July.

Good Run of Lobsters

Last month brought a good run of lobsters, with a big demand. The size has been good. Up to the present the men engaged in the business pronounce the season better than last year.

New Ice Plant Atlas Equipped

The new 10-ton capacity ice plant being built by Perry B. Duryea to replace ice storage facilities, which were destroyed during the September hurricane, is being powered by a 55 hp. 360 rpm. Atlas engine. The primary purpose of this plant is to produce ice for fishing vessels working out of Montauk, although ice also will be sold for domestic and other purposes.

Trap Fishing

Capt. Frank A. Rackett of East Marion, for many years engaged in trap fishing off Gardiner's Island, has experienced

excellent catches of butterfish and porgies this season, the best in three years.

The trap fishermen are making good catches of fish, for the most part. The run of butterfish still holds on well with fair prices. Fair catches of weakfish are being made, with excellent returns.

Spawning and Setting of Oysters in Long Island Sound

ACCORDING to Victor L. Loosanoff, Director, U.S. Fisheries Laboratory, Milford, Conn., the studies of the conditions of oysters carried on between July 22 and July 31 indicate that the oyster population of the Sound continues to discharge spawn. In many samples oysters with gonads completely or almost completely discharged were observed.

Setting

The setting of oysters began about July 17. At first, setting was light but gradually increased in intensity, being very heavy during the week beginning July 24. Setting was of a general character, occurring throughout the entire oyster producing area of Connecticut waters. The intensity of set, however, varied greatly in different sections of the Sound. At present setting is still in progress.

Oyster Larvae

Plankton samples collected during the week of July 22 contained very large numbers of oyster larvae of different ages, ranging from straight-hinge to those about ready to set.

Apparently, as the examination of plankton samples indicates, the waters of Long Island Sound are well stocked with oyster larvae. According to observations and records, larvae are much more numerous this summer than during several preceding years. It is of special significance that so many early and late umbo larvae are present in the samples collected this summer. It is quite safe to conclude that, if mortality among larvae continues to be low, a continuously good setting may be expected for about two more weeks.

READY for Tough Going



motor shown above—for use below deck wherever moisture and falling water are encountered. Features like these contribute to its long life:

Cartridge-type ball bearings exclude dirt and moisture even when motor is disassembled.

Windings specially treated to resist moisture, oil, mild acids and alkalis, and mechanical injury.

Conduit box sealed against moisture.

Metal parts are noncorroboride or are painted to withstand salty atmospheres.

There are G-E motors for every application in the fishing industry. They are sold by men who know marine conditions, and they are backed by the world's largest manufacturer of marine electric equipment. For any electric equipment, call the nearest G-E sales office. General Electric, Schenectady, N. Y.

GENERAL ELECTRIC

008-42



"My BUDA-LANOVA DIESEL drives her faster . . . has less vibration . . . is quiet . . . and best of all, operating costs are reduced to $\frac{1}{4}$ of gasoline operation."*

(*Taken from one of the many letters in our files from satisfied BUDA-LANOVA DIESEL owners.)

FASTER: One of the reasons for the faster speeds of Buda-Lanova Diesels is that the weight of the Diesel and fuel oil required for an average cruise weighs less than a gasoline engine with fuel for the same distance.

LESS VIBRATION: Buda's precision manufacturing means that all parts are so accurately machined and balanced that they are completely interchangeable. Buda-Lanova Diesels are statically and dynamically balanced.

QUIET: The Lanova "Controlled Turbulence" combustion system produces a gradual pressure rise to low peak pressure (625 lbs. per sq. in. max.) which eliminates shock to pistons, bearings and crankshaft, delivering a smooth flow of power.

THE BUDA CO., Marine Div. H. - Harvey (Chicago Suburb) III.

BUDA MARINE ENGINES

DIESEL AND GASOLINE MODELS—20 to 200 H. P.



New Brunswick Sees Return to Real Prosperity in Sardine Industry

By C. A. Dixon

INCREASED production and great activity in the sardine packing industry of Eastern Maine and New Brunswick featured the month of July, and with fishermen making good in other lines such as trawl fishing and the scale business, a degree of real prosperity has returned to Southern New Brunswick.

At the time of writing boatload after boatload of sardines are being purchased from New Brunswick weermen every day by Eastport, Lubec, and other Maine town packers and not only is the increased sales confined to Charlotte County but weermen in Saint John County and in Washington County, Me., have been and still are making quite a bit of money from their properties scattered along the coast. The upswing in business and the daily disbursements of considerable cash among hundreds of fishermen and their families in coastal villages is being reflected in the increased sales of fishermen's supplies and equipment, as told about by local dealers everywhere.

Packers Making Good Money

At Eastport and Lubec the factory workers have had all the work they could do and were glad when Saturday night arrived each week. In the Canadian factories steady work has been enjoyed by employees and business in general in the Canadian stores has picked up a lot in recent weeks. Fishermen have brought new boats and many of them are now engaged in the work of gathering herring scales.

Campobello Fishing Improves

Capt. Harvey Newman of Wilson's Beach told the writer recently that things have changed entirely at Campobello this year as compared to recent years in regard to the fishing industry. Island weermen have done better this Summer than for many years past, he said, and Wilson's Beach trawl fishermen, while having to sell their catches at low prices, lately at eighty cents a hundredweight, have caught a lot of fish, and have been able to carry on.

The fish cannery factory at Wilson's Beach continues to receive fair quantities of fish daily, taking all the surplus landings after the fresh fish trucks which transport fish to Maine centers have been supplied.

Smoked Herring Prospects Bright

Some herring suitable for smoking purposes have been purchased from Southern New Brunswick fishermen by Eastport and Lubec manufacturers but it is a little early yet for much business to be done in this line. Weermen and dealers are looking forward, however, to a busy season when the Autumn fish commence to run, and cooler weather sets in. Weirs in the Grand Manan district have been put in first class shape for the catching of the "stringers" and it is expected that much business will be done there this year when the fish do strike and fishermen and dealers get busy filling up the bays. The Grand Manan district prides itself as being the one place in the Dominion of Canada which cures and exports major quantities of smoked and boneless herring. Prospects for a good business in the smoked herring industry look bright.

Good Distribution of Catches

There is one thing in connection with herring fishing in Southern New Brunswick this year that gives a great deal of satisfaction, and that is the practically general distribution of catches in all weir fishing areas both on the islands of Campobello, Grand Manan, and Deer Island and at mainland points from St. Andrews, N. B., to Saint John. There has been a good demand for both sardines and herring used for smoking purposes. Net fishermen at North Head got some larger fish which commanded a ready sale at \$2.00 a barrel.

New Buda Generating Sets

THE Buda Company, of Harvey, Illinois, has recently put on the market a complete line of standardized Diesel electric generating sets. These standard sets were designed after years of experience in the field with what might be termed "tailor made" plants. The equipment is of the latest design and has been proven in actual service.

The engines are designed with Lanova head, and are amply proportioned and conservatively rated for continuous trouble free service. All engines are provided with the very best in auxiliary equipment. Generators are designed to give long, trouble free, life.

The entire unit, consisting of engine, generator and radiator, where required, mounts on a heavy structural steel base provided with spring vibration dampers of Buda design; consequently these units may be installed in any location without fear of vibration.

Units may be purchased complete with all necessary auxiliary equipment such as a silencers, generator panels, etc., or without the extra equipment.

Installation is simple with the new type base since it is not necessary to provide anything other than a good floor on which the unit is installed. On the largest units only 20 hold-down bolts are required.

These new standard sets are built in a wide size range from 5 K.W. to 75 K.W. both A.C. and D.C. Bulletin No. 963 gives complete information about these new sets.

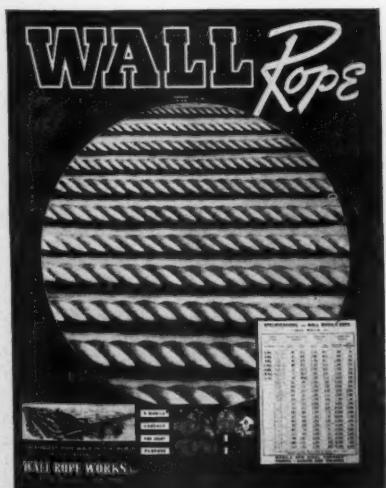
World's Fair Shows Fishermen Believe in Life Insurance

SAILORS and fishermen as a class are firm believers in life insurance, World's Fair crowds are learning. For if you drop into the exhibit of the Metropolitan Life Insurance Company in the Business Systems and Insurance Building and press a button, flashing lights will reveal that there are 54,500 sailors and fishermen insured by this one company alone.

The number of sailors and fishermen in the Metropolitan policyholders family is displayed by means of an ingenious device which is but one of a number of clever gadgets that are attracting crowds of Fair visitors to the insurance company's exhibit. This one is a large bowl-like contrivance, its perimeter studded with push-buttons, each labeled with one of 45 different occupations. Pushing a button causes the number of policyholders in the particular occupation to flash on at the opposite side of the bowl.

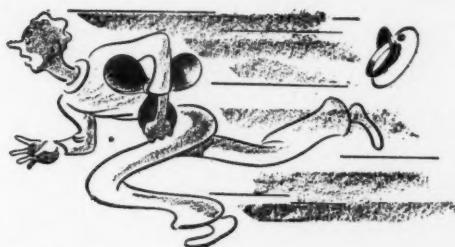
Lister Installations

The Diesel Engineering & Sales Corp., 263 Northern Ave., Boston, have recently installed on the *Rita B* of Boston and the *Leona C* of Gloucester a CD single cylinder $4\frac{1}{2} \times 4\frac{3}{8}$, 4 cycle, dual compression Lister auxiliary Diesel engine for driving generator, water pumps and air compressor.



*P*hoto showing the front of the new Wall Rope Works display sign, illustrating actual sizes of manila rope from $\frac{1}{4}$ in. dia. to $1\frac{1}{4}$ in. dia., and a table of specifications.

when you need a wheel—



IN A HURRY!

See your local Hyde Dealer. He not only carries a well assorted stock of Hyde Propellers but can draw on the completed stock of the nearby Hyde distributor for any unusual requirement. You don't have to accept "something like it" because you are in a hurry. You get the wheel you want from the Hyde Dealer.

HYDE WINDLASS COMPANY, Bath, Maine
Dealers everywhere carry ample stocks



Send for this free booklet "Propeller Efficiency." It will tell you why Hyde Propellers often increase the speed of a boat and always get home safely.

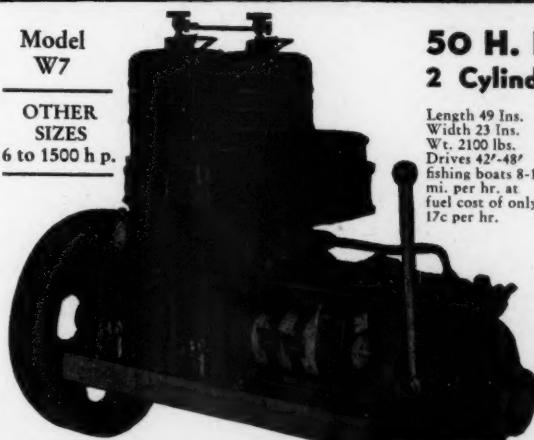
BOLINDERS DIESEL ENGINES

Model
W7

OTHER
SIZES
6 to 1500 h.p.

**50 H. P.
2 Cylinder**

Length 49 Ins.
Width 23 Ins.
Wt. 2100 lbs.
Drives 42'-48'
fishing boats 8-10
mi. per hr. at
fuel cost of only
17c per hr.



A LOT OF POWER PACKED INTO A SMALL SPACE!



With space at a premium on practically every boat, it pays to keep engine dimensions at a minimum. Even an inch or two may make a difference. This 2-cylinder Bolinders packs 50 hp. into just about as little space as possible. Yet in spite of small dimensions, it is a rugged engine with a heavy duty reverse gear. Its cost to operate is also low. May we send you the details? Nothing beats Diesels for economy; nothing beats Bolinders for Diesels.

BOLINDERS COMPANY, INC.

Office and Showroom: 13 RECTOR STREET, NEW YORK, N. Y.

NEW BEDFORD
NONE BETTER
PURE MANILA

"There is no better rope"

New Bedford Cordage Co.

General Offices: 233 Broadway, N. Y. C.
Boston: 10 High St. Chicago: 230 W. Huron St.
Mills: New Bedford, Mass.

Where to Ship

These companies are in the market for fish and shellfish.

BOSTON, MASS.

R. S. Hamilton Co., 17 Administration Bldg., Fish Pier.

CHICAGO, ILL.

Booth Fisheries Corp., 309 West Jackson Blvd.
J. A. Klaflin, 209 N. Union Ave.

NEW YORK, N. Y.

Beyer Fish Co., Fulton Fish Market.
Chesbro Bros. & Robbins, 4 Fulton Market.
John Dais Co., Fulton Market.
Eastern Commission Co., 19 Fulton Market.
International Fish Co., Inc., 111 Fulton Fish Market.
Lester & Toner, Inc., Fulton Fish Market.
South Fish Co., 112-113 Fulton Market.
Frank W. Wilkisson, Inc., 16 Fulton Market.

PHILADELPHIA, PA.

C. E. Warner Co., Inc., 8 Dock St. Fish Market.

Britain's First Oil-Fired Trawler

FIRST oil-fired steam trawler to be built and owned in the United Kingdom, the *Akita* has just been completed. She was built by Messrs. Cochrane and Sons, Ltd., of Selby, for Messrs. Neale & West, Ltd., of Cardiff. The owners' decision to build this vessel was, it is stated, due to the increasing price of coal and the difficulty in obtaining suitable supplies.

The *Akita* is 127 ft. 6 ins. long by 24 ft. 8 ins. beam, and has a mean draft of 10 ft. 8 ins. She is fitted with triple-expansion engines with cylinders 13 ins., 22 $\frac{3}{4}$ ins., and 37 ins., by 26 ins. stroke and 625 i.h.p., which gives an ample reserve of power in case of emergency. The engine and boiler, which has a working pressure of 200 lbs. to the sq. inch were supplied by Messrs. Emerson Smith, Ltd., of Hull. The installation for burning oil fuel is the WallSEND-Howden system.

The trawler has a displacement of 464 tons and a capacity of 145 tons of oil fuel in three tanks athwartships. Her four-bladed propeller has a diameter of 11 ft. 3 ins., by 10 ft. 9 ins. pitch.

Saving Time

After the trials, the trawler was bunkered at the Shell-Mex and B.P. installation at Salt End on the Humber, where she took in about 130 tons of heavy fuel oil, a quantity which can easily be pumped into the ship in about an hour. The simplicity, speed and cleanliness of bunkering with oil as compared with coal was commented upon by everyone on board.

It is stated that this operation takes one-fourth of the time which would be required to bunker with coal, with the additional advantage that no cleaning-down of the ship is required.

All concerned with the ship have so far expressed their satisfaction with the results obtained on the trials, when an average speed of 10 $\frac{1}{2}$ knots was attained.

Two Points of Interest

Two points of interest in connection with the *Akita* are, first, she was built for forced draught, which is unusual for trawlers and, second, for the purpose of greater efficiency and convenience, the boiler was reversed so that the fire boxes and oil-burning apparatus are in full view of the engineer.

Oil-Engined Trawlers

It has been suggested that an oil-engined trawler would probably give even more satisfactory results than an oil-fired ship. There are already about a dozen oil-engined trawlers in service in this country and these have given entire satisfaction both in efficiency and operating cost. One enthusiastic owner, after experience gained with his first ship, decided to build twelve oil-engined trawlers, and six of these have already been built.

Would Authorize FSCC to Purchase Surplus Fish

THE House of Representatives has passed a bill H.R. 5681 recommended by the Committee on Merchant Marine and Fisheries, Rep. S. Otis Bland, Chairman, which would authorize the Federal Surplus Commodities Corporation to purchase and distribute surplus products of the fishery industry in the same manner as is done for agricultural products. The bill has now gone to the Senate.

The Bill amends FSCC'S basic act to provide authority, thus eliminating need for enacting specific legislation each year in appropriation bills, as has been tried previously.

It is exceedingly important that the legislation should be permanent in character so that those administering the law may be prepared to apply their purchases where they will accomplish the most good. Surpluses may exist in one branch of the industry in one year and at an entirely different place another year.

Relief from surpluses would do much to restore the balance, to keep fishermen at work, to stabilize the industry, to educate the public on the preparation and use of fish for food, and to supply to those on relief a food of an extremely high nutritive value.

TANGLEFIN NETTING
"CATCHES MORE FISH"
LINEN & COTTON GILL NETTING
SEINE, POUND & TRAP NETTING
LUDLOW MANUFACTURING & SALES CO.,
NATIONAL NET & TWINE DIVISION
211 CONGRESS ST., BOSTON, MASS.

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FLAKE SIZE CHANGED AT WILL

THE NEW CREASEY DOES IT



Turn a crank on a new "500-Line" Creasey Ice Breaker and change the size of flakes while the machine is running. Better size-control than ever before plus all the old reliability that made them say "A Creasey Never Wears Out." New Bulletin 113C shows sizes and net prices of models up to 50 tons per hour. Write for your copy.

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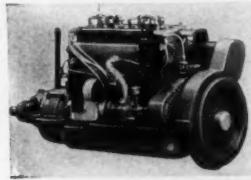
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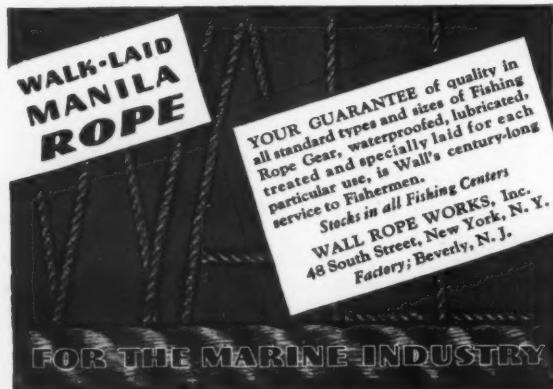
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SHIP AND BOAT PAINTS**

**THE DEPENDABLE
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MARINE BATTERIES

32 volt and 115 volt

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The World's Largest Manufacturers of Storage Batteries for Every Purpose
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BUYER'S MARKET

Take Advantage NOW of a Buyer's market. Our listings cover boats of all types and sizes—Marine engines, both oil and gas. If we haven't what you want, no one is in a better position than we are to find it for you at the right price. Write now as to your requirements. An inquiry does not obligate you. KNOX MARINE EXCHANGE, CAMDEN, MAINE.

FOR SALE

- 1—60 hp. Bessemer Diesel engine, marine type, three cylinders, heavy duty type.
1—100 hp. C-O type Fairbanks-Morse, marine type, four cylinders.
1—24 hp. Palmer gasoline marine engine, three cylinders.

FLECK ENGINEERING CO.

821 Key Highway Baltimore, Md.

FOR SALE

One 70 hp. Wolverine Diesel engine taken in trade; priced low—will do many years of service yet. United Welding Co., Inc., 279 Northern Ave., Boston, Mass.

Suits of Sails

Two suits of sails from 98 ft. schooner yacht. Frank Upon, Sail Maker, New Haven, Conn.

Dragger

Dragger *Absegami*, 71 ft. x 16.2 ft. x 5.7 ft., 120 hp. twin screw pair Atlas Imperial engines, 60 hp. each and used only 5 months. Atlas Diesel Engine Corp., 115 Broad St., New York, N. Y.

Ford Marine Engine

Model A Ford marine engine water cooled manifold and marine reverse gear complete overhauled. In A-1 condition. Gus Abramson, 120 Front St., New Bedford, Mass.

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ROBERT MURPHY'S SONS CO.
Ayer, Mass. Est. 1850

Where-to-Buy Directory

Equipment, Gear, Supplies, Service

Companies whose names are starred (*) have display advertisements in this issue; see Index to Advertisers for page numbers.

ANCHORS

Northill Co., Inc., 6824 McKinley Ave., Los Angeles, Calif.

BATTERIES Dry Cell

"Eveready"; National Carbon Co., Inc., 30 E. 42nd St., New York, N. Y.

Storage

Bowers Battery Mfg. Co., Inc., Reading, Pa.
Edison Storage Battery Co., West Orange, N. J.
"Exide": Electric Storage Battery Co., Philadelphia, Pa.

Willard Storage Battery Co., Cleveland, Ohio.

BOAT EQUIPMENT & SUPPLIES

The E. J. Willis Co., 91 Chambers St., New York, N. Y.

CAN MANUFACTURERS

Continental Can Co., 100 E. 42nd St., New York, N. Y.
Crown Can Co., Philadelphia, Pa.
National Can Corporation, 110 E. 42nd St., New York, N. Y.

CLUTCHES

Kinney Mfg. Co., 3541 Washington St., Boston, Mass.

COLD STORAGES

Quaker City Cold Storage Co., Philadelphia, Pa.
Western Refrigerating Co., 18-20 E. Hubbard St., Chicago, Ill.

CORDAGE MANUFACTURERS

American Manufacturing Co., Noble and West Sts., Brooklyn, N. Y.
"Columbian" Rope Co., Auburn, N. Y.
"New Bedford" Cordage Co., 233 Broadway, New York, N. Y.
Plymouth Cordage Co., North Plymouth, Mass.
"Wall Rope Works, 48 South St., New York.
Whitlock Cordage Co., 46 South St., New York, N. Y.

CYLINDER LINERS, PISTONS, RINGS

Hunt-Spiller Manufacturing Co., 383 Dorchester Ave., Boston, Mass.

DEPTH FINDERS

Submarine Signal Co., 160 State St., Boston, Mass.

DIESEL GENERATING SETS

Bolinders Co., 33 Rector St., New York, N. Y.
Wharf Machine & Electric Co., 263 Northern Ave., Boston, Mass.

ELECTRICAL EQUIPMENT

Diel Manufacturing Co., 75 Kneeland St., Boston, Mass.
Electro Dynamic Works, Bayonne, N. J.
"General Electric Co., Schenectady, N. Y.

ENGINE MANUFACTURERS

Diesel Engines

Atlas Imperial Diesel Engine Co., 115 Broad St., New York, N. Y.
Bolinders Co., 33 Rector St., New York, N. Y.
"The Buda Co., Harvey, Ill.
"Caterpillar" Tractor Co., Peoria, Ill.
"Cooper-Bessemer Corp., Mount Vernon, O.
Civic Diesel Div.; Northill Co., Inc., 6826 McKinley Ave., Los Angeles, Calif.
Cummins Engine Co., Columbus, Ind.
Electric Boat Co., Groton, Conn.

*Fairbanks, Morse & Co., Chicago, Ill.
Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

*The National Supply Co., Superior Diesels, Springfield, Ohio; Philadelphia, Pa.
Red Wing Motor Co., Red Wing, Minn.
Sterling Engine Co., 1270 Niagara St., Buffalo, N. Y.

*Wolverine Motor Works, Inc., 1 Union Ave., Bridgeport, Conn.
Worthington Pump & Machinery Corp., 421 Worthington Ave., Harrison, N. J.

Ford Conversions and Parts

Lehman Engineering Co., 972 Broad St., Newark, N. J.

*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.
Oesco Motors Corp., 3644 N. Lawrence St., Philadelphia, Pa.

Fuel Oil Engines

*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.

Red Wing Motor Co., Red Wing, Minn.

Gasoline Engines

*The Buda Co., Harvey, Ill.
Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.

Red Wing Motor Co., Red Wing, Minn.
Sterling Engine Co., 1270 Niagara St., Buffalo, N. Y.

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KNIVES (Shell Fish)

Robert Murphy's Sons Co., Ayer, Mass.

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NAVAL ARCHITECTS

*John G. Alden, 131 State St., Boston, Mass.

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W. A. Augur, Inc., 35 Fulton St., New York, N. Y.

*The Linen Thread Co., Inc., 575 Atlantic Ave., Boston, Mass.

*National Net & Twine Co., 211 Congress St., Boston, Mass.

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"Campbell's Copper Compound": International Chain & Mfg. Co., York, Pa.

OILS (Fuel, Lubricating, Gasoline)

"Esmarine": Penola, Inc., 26 Broadway, New York, N. Y.

*Shell Oil Co., Inc., 50 West 50th St., New York, N. Y.

*Standard Oil Co. of Calif., Standard Oil Bldg., San Francisco, Calif.

OILED AND RUBBER CLOTHING

*D. O. Frost Corp., Gloucester, Mass.
Hodgman Rubber Co., Framingham, Mass.
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*Edw. Smith & Co., Long Island City, N. Y.
Tarr & Wonson, Ltd., Gloucester, Mass.

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*Hyde Windlass Co., Bath, Me.
Michigan Wheel Corp., Grand Rapids, Mich.

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Western Electric Co., 195 Broadway, New York, N. Y.

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"Shipmate": Stamford Foundry Co., Stamford, Conn.

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Snow & Petrelli Mfg. Co., 25 Fox St., New Haven, Conn.

Twin Disc Clutch Co., 1341 Racine St., Racine, Wis.

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The Charleston Shipbuilding & Drydock Co., Charleston, S. C.

Bethlehem Shipbuilding Corp., Bethlehem, Pa.
Portland Yacht Service, So. Portland, Me.

SHIP CHANDLERS

Sherman B. Ruth, Inc., Steamboat Wharf, Gloucester, Mass.

STEERING GEAR

The Edson Corp., 49-51 D St., South Boston, Mass.

STERN BEARINGS

Chapman Products, 166 Thames St., Newport, R. I.

*Hathaway Machinery Co., New Bedford, Mass.

TELEGRAPH SERVICE

Postal Telegraph, 67 Broad St., New York, N. Y.

THRUST BEARINGS

Kingsbury Machine Works, Inc., 4316-28 Tackawanna St., Frankford, Philadelphia, Pa.

TRANSPORTATION

Fish Forwarding Co., 151 South St., New York, N. Y.

TRAWLING EQUIPMENT

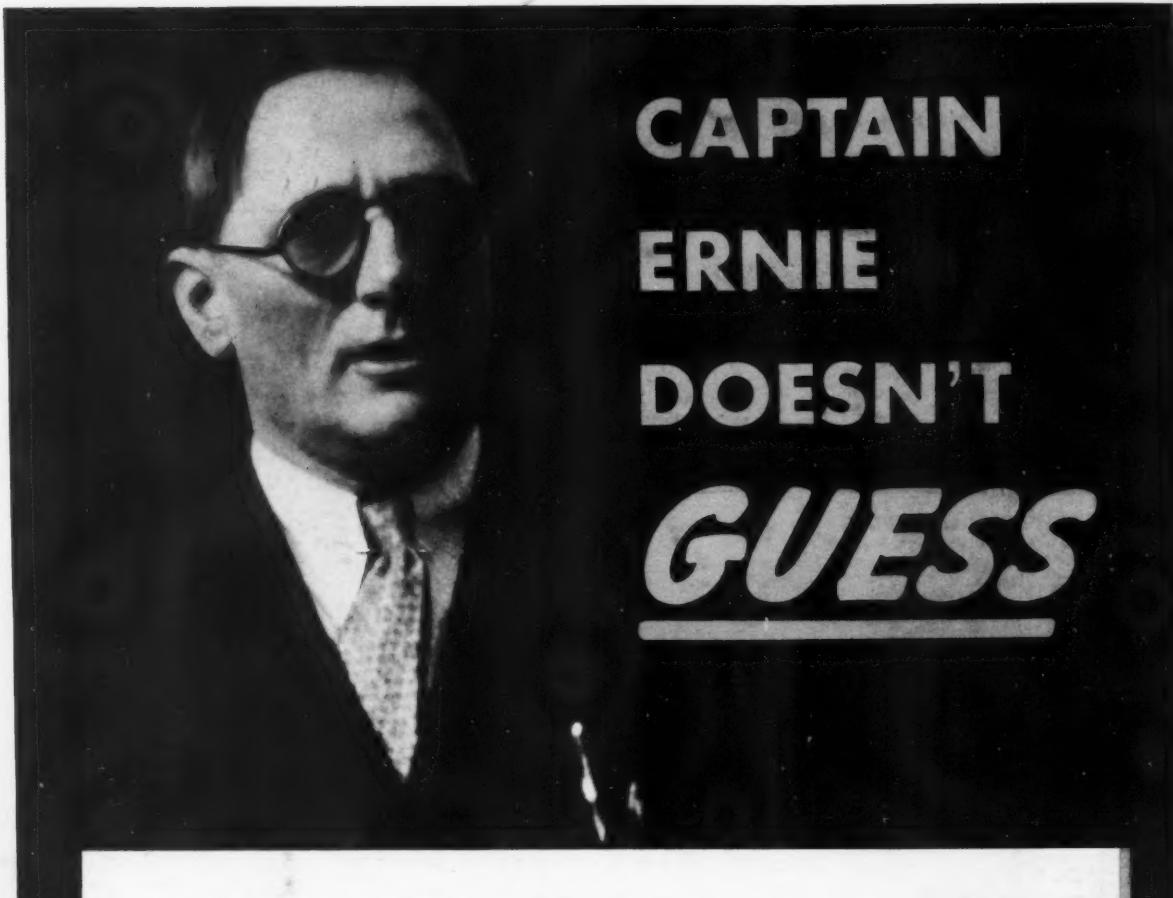
New England Trawler Equipment Co., National Docks, Lewis St., E. Boston, Mass.

WIRE BASKETS

Massillon Wire Basket Co., 204 4th St., N.W., Massillon, Ohio.

WIRE ROPE

*Bethlehem Steel Co., Bethlehem, Pa.



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